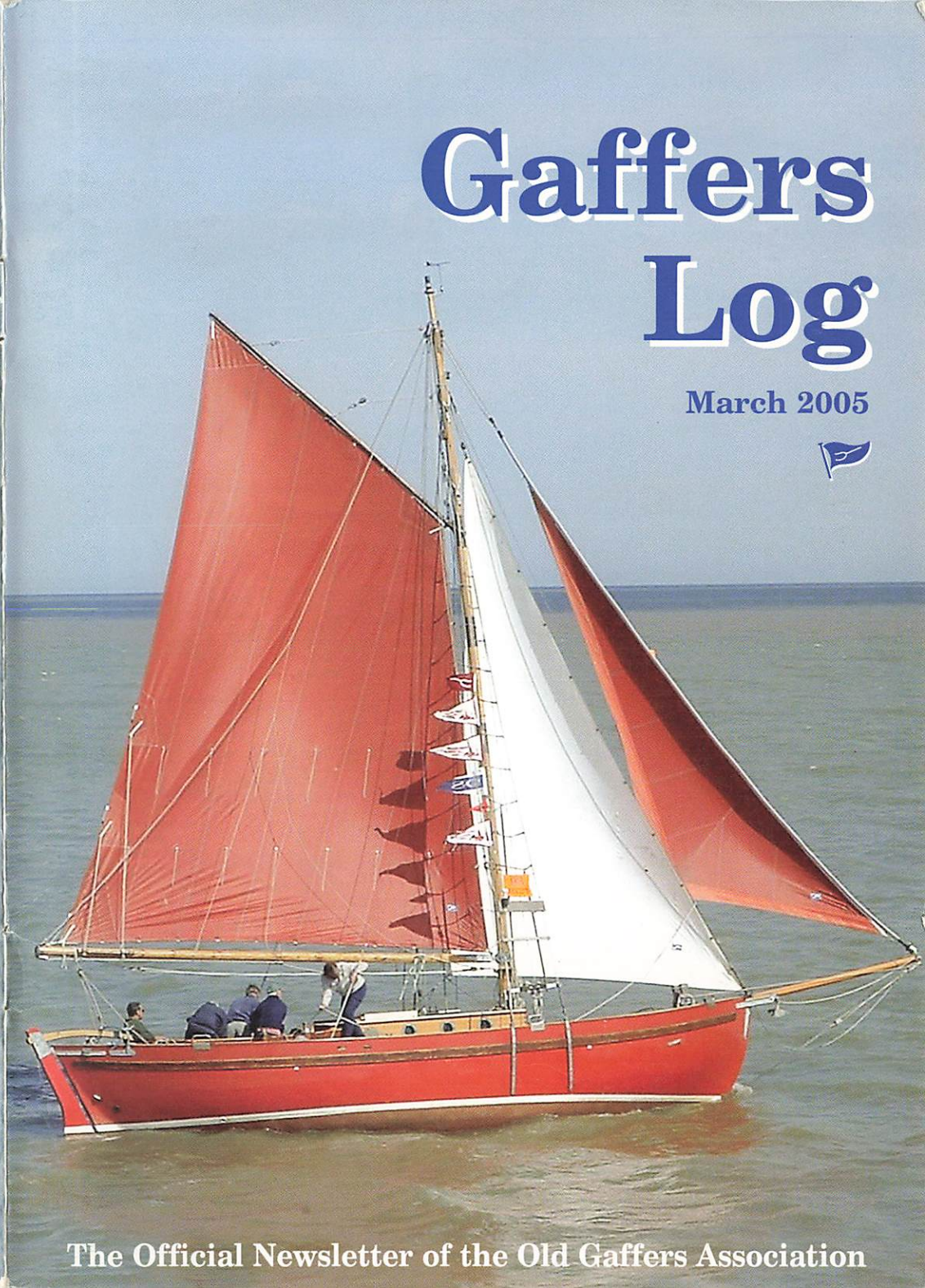


Gaffers Log

March 2005



The Official Newsletter of the Old Gaffers Association

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AREA OGA**

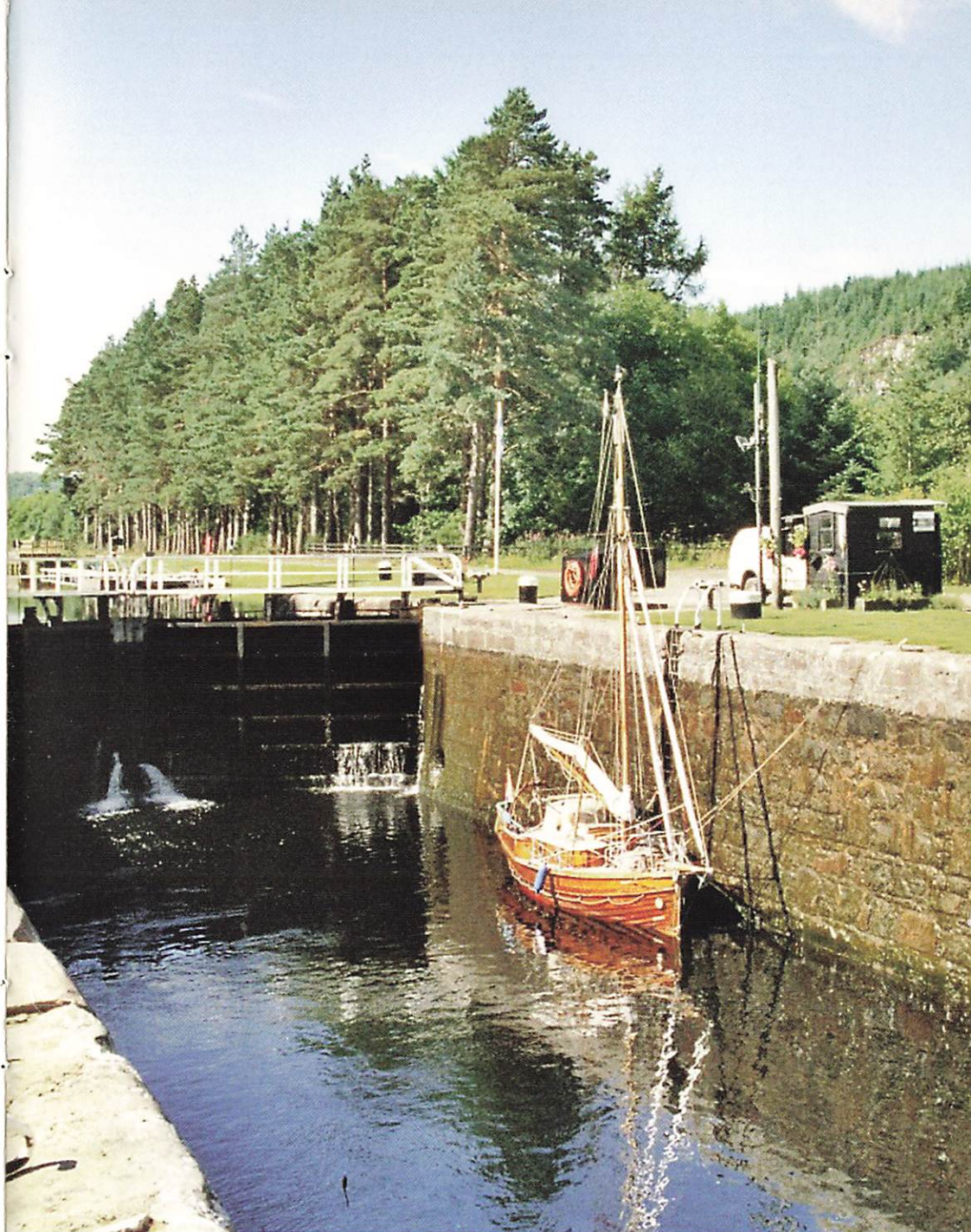


The 'Quiz' at Southwold 2004



'Merlyn' – East Coast Classics 2004

Front cover: 'Bonify' at Southwold 2004



Snoopy in the Caledonian Canal on her voyage home – see Just a Sail on page 23

Back cover: 'Ragamuffin – Flying Dutchman on the East Coast'

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The following abbreviations are sometimes used in the newsletter to denote OGA areas:

NE	- North East	CWL	- Cornwall	SCO	- Scotland
EC	- East Coast	BC	- Bristol Channel	FR	- France
MNK	- Medway & North Kent	NW	- North West	GER	- Germany
CP	- Cinque Ports	CNW	- Conwy & North Wales	WA	- W. Australia
SOL	- Solent	DB	- Dublin Bay	DEV	- Devon
NL	- Netherlands	TR	- Trailer Section		
NI	- Northern Ireland				

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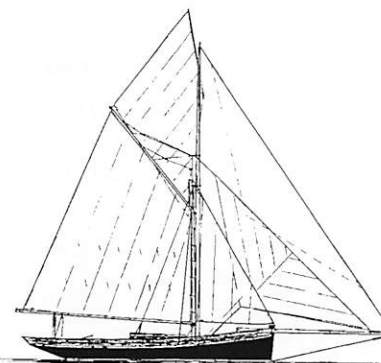
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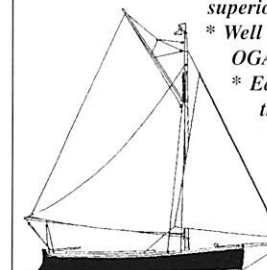
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As usual in the March edition of the Gaffers Log there is quite a bit concerning the AGM of the Association held on the 15 January, including the President's Address and the Annual Accounts. This was held at the Headquarters of the Cruising Association at Limehouse Basin in London and thanks, as always, go to them for the use of their very convivial location (just off the River Thames) and to their friendly and helpful staff. The AGM was preceded by a meeting of the Association Committee which is made up of all the Officers of the Association including Area Presidents, Area Secretaries, Overseas Representatives and Elder Gaffers. As such this gives the broadest base available for discussions on actions by the F&GP committee (the day to day running committee of the OGA) in the previous year and topics under consideration for the coming year. It also gives a chance for members to put motions and ideas forward to the Finance and General Purposes Committee through their representative. The meeting was, as usual, lively, with much swapping of ideas and thoughts on matters both serious and light hearted, but all intended to make the OGA a more professional organisation. However much we hate them, matters such as finance, insurance, proposed new government legislation etc have to be addressed by all types of organisation these days and this is what the F&GP committee endeavour to do for the membership, to the best of their abilities.

What can be said though, is that however serious the topic in hand may be, they endeavour not to forget that OGA members generally join because they want to enjoy good sailing and good crach in pleasant company. In short have fun, a very small word, and in these over complicated days very often forgotten.

I wish you all good sailing over the coming season and welcome all aboard 'Wendy May' if our course should cross.

Phil Slade

Editor

Copy date for the next issue (June) is the 1st May.



The Association Committee hard at it

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 BC, Mr Chris Evans, 56 Irsha Street, Appledore, Bideford, EX39 1RY, 4545, Teal
 BC, Mr Colin Pople, 3 Dovtons Close, Taunton, Somerset, TA4 4SS, 4558, Virginia
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 DB, Mr Clem Kelly, 75 The Oaks, Avondale, Trim, Co. Meath, 4585, Trailblazer
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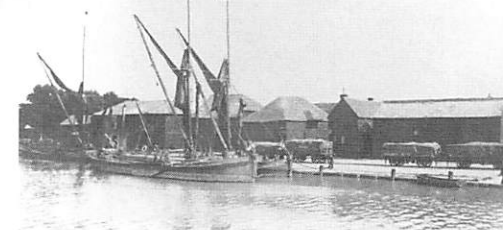
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F & GP COMMITTEE MEETING 19TH FEBRUARY

- a briefing by Robert Holden - Hon Sec

The F & GP committee currently consists of the Officers of the Association listed on page 3 of the Log plus members co-opted from Areas. The co-opted members revolve but are presently Mike Shaw (Solent) and Peter Elliston (East Coast). Also members join the F&GP as invited guests for one or two meetings. Dave Keller (Devon) and Mike Robertson (new Waveney and Norfolk Area) joined meetings last year, and Rob Williamson from the East Coast joined the February Meeting.

A warm welcome was given to Lynn Slade our new Hon Treasurer and reports were heard from the membership Secretary Peter Lyons, Nick Miller on matters concerning the Boat Register and Phil Slade, Editor of the Gaffers Log about his plans to go all colour as from the June issue. Phil also gave a financial breakdown of the costs of doing so which was requested by Dave Keller (Devon) at the Association committee meeting held prior to the AGM.

The review of OGA finances, as required by January's AGM, was started upon, and will be top priority for this year. Members of the Committee have a great deal of work to do between now and the next Meeting but I am confident that we will be able to finalise the increase in Subs for 2006 and Area Funding at the next F&GPC meeting in May. Details will be published in the Gaffers Log.

Members of the F&GPC also discussed other topics, ranging from the report given to the Department of Culture Media and Sport (see item two Notice Board), OGA merchandise prices, new items of merchandise to be offered, a new membership list (also required by the Association committee meeting in January) and many others. The meeting started at 10am and finished at 16.30pm and on a Saturday!

Members of the F & GP are all volunteers giving a good deal of their private time to supporting the OGA and are happy to continue to do so. So if you have something on your mind, positive or negative, discuss it with your Area Secretary and ask him to raise it with us. We will do our best to resolve all concerns raised in a constructive way.

However remember we are all members of the OGA first and foremost because we love sailing and want time to do so - Even the F&GPC!



Robert showing off his musical skills after the AGM

PRESIDENT'S ADDRESS

This year, for the first time for a number of years, we have our own elected Hon. Secretary.

He has been battling away getting to grips with a variety of tasks that secretaries are expected to be able to solve. I, for one, cannot speak highly enough for what he has achieved during his relatively short time in post. Thank you Robert - and your wife Jan - who, as a bonus, takes the minutes at various OGA meetings.

As you would expect, after the 40th Anniversary most Areas returned to their normal sailing programme for 2004. There are however three pleasant new developments which I should like to highlight.

Firstly, the small boat/Trailer Section of the OGA just formed this year and under the management of Mike & Marlene Stevens, Vanessa Bird and Tessa Hodgkinson. During the season they held events in six different locations and the section is growing in both popularity and attention.

The second is the expansion of the display stands - the Association now has three. These have been used this year to good effect for recruitment/publicity at YOGAFF (IOW), Beale Park Boat Show, the Barrow in Furness Festival of the Sea and on the East Coast. Our thanks for this go to Ron & Beth Hanson, Pete & Sue Farrer, Nick Miller, Barry Healas & his partner, Mike Robertson and all their helpers.

Finally, but by no means least of the new activities, is the establishment of a new OGA Area in Holland. This is something that has been talked about for a number of years and has now been achieved thanks to the hard work put in by Joachim and Julia, assisted and encouraged by Jon Wainwright. We wish this new Area every success.

The demands of new Government legislation creeps into our sailing world more and more. Most of us do not really want to know about such things, we just want to sail our boats. However, there is a need to keep up with such matters, hence there is a big thank you due to the F&GP team for producing the Association 'Procedure & Information Pack' in April this year, as well as other numerous non-sailing tasks to keep the Association running. I want also to couple this with John Denner and the hours he has spent in discussion with our Insurance Company resolving some very fundamental problems. Then again there are the Area Committees - members and helpers who we do not always get to hear about.

What I want to bring to your attention is the hidden strength of the public face of the Old Gaffers Association. This may be my address and me who is saying 'thank you' but we should all be saying thank you to these people because it is they and others like them who I have not mentioned who make it possible for the OGA to work.

One last word before I finish - I think Phil Slade bringing colour into the Log has really made it buzz.

Thank you one and all and all the best of sailing in 2005.

George Jago

Martooni

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Wanderer Yawl

Built 1994 15ft 6ins gaff cutter rigged day boat
Including mizzen and topsail. Epoxied marine planked
Clinker hull, wooden masts and spars, bowsprit and outrigger.
Full inventory. A little used and strikingly attractive boat that
sails really well with its flexible rig configurations to suit all
conditions Easily rowed. Outboard available if required.
Road trailer included. Lying near Winchester.
£3,950 ono
Contact terry Webb telephone 01983 209488 or 07850 619205.



Tern

Built 1897 Belfast Lough One Design by WM Fife
Complete rebuild by Ocean Yacht Company Truro.
Complete interior refit 2001 by Penryn Boatyard Falmouth.
27hp Yanmar diesel fitted 2001. Complete new wardrobe
of sails by SKB Sails Penryn.
Price on application.
Contact Jon Baigent Telephone 07768 848137 or email
Access@alps-uk.com



Drascombe Peterboat Celtic Witch

Designed by J Watkinson. Built 1985 by John Kerr
LOA 19ft 6ins beam 6ft 6ins draught 15ins plate up 4ft 6ins
down.
Bruynzeel marine ply construction, gunter sloop rigged.
6hp outboard mounted in well. Piggy back trailer. Lying
Blackwater Sailing Club, Heybridge, Essex.
£5,000
Contact Anna Roberts telephone 01621 857466



Walker Tideway Super No 2284 'Jack'

Classic mahogany on oak 12 foot varnished clinker dinghy. 'Super' model with side decks,
stern locker and bronze fittings. Some TLC in the form of complete re-varnishing needed.
Good road trailer included. Price £1000.
Also 7 foot pram dinghy, copper fastened mahogany which needs finishing. Price £200.
Telephone David Brown on 01792 371625 (Gower, South Wales)

Nellie SU71

Built 1863 by Dan Hatcher. Now completely restored. Visit Nellie's home @
www.wicormarine.co.uk/Nellie or telephone 01983 761942.

MINUTES OF THE ANNUAL GENERAL MEETING OF THE OGA 2005

The Cruising Association – Saturday 15th January 2005

Present: The President [George Jago] and 61 officers, members and associates of the Association.

The Meeting opened at 6.15pm. The President welcomed everyone and said that the Officers had had a very productive Association Committee Meeting during the afternoon. The Committee does keep our unique Association going. The President said that there have been many changes since the OGA was formed, and now the OGA Committee has to deal with increasing legislation – risk assessments, insurance, child protection etc, much of which would have been covered by common sense in the past.

George told the Meeting that Brian Hammett [East Coast President] has been unwell and is due to have a heart operation. A 'get well' card is being sent by the Association Committee. Jon Wainwright will be passing on everyone's good wishes.

George said that he would stand as President for one more year, he would be 70 by the next AGM and feels that the time has come to stand down. He asked Members to look toward electing a new President at the 2006 AGM.

1. Apologies

Frank Argal, Mike Collins, Charles Croydon, Alison Donovan Colin Edmund, Brian Hammet, Graham Jenkins, John Kelly, Mike Lucas, Scott Metcalfe, Philip & Rose-Marie Newman, Charles Payton, Clare Richardson, Fred and Angela Winstanley.

2a. Approval of Minutes of AGM held on 17th January 2004

Trevor Rawlinson queried item 5 (Hon Treasurer's report and presentation of accounts)
He said that the vote was not unanimous, but was carried by a majority.

The motion to approve the Minutes, subject to this amendment, was proposed by Dick Dawson and seconded by Phil Slade. It was carried by a majority vote of the meeting.

2b. Proxy Votes An unusual situation has arisen – this had been discussed during the Association Committee Meeting and East Coast Members wished the matter to be brought before the AGM.

Following the mandate given by the East Coast Area of the OGA at its AGM in November 2004, Brian Hammett [Area President] wished to place a proposal regarding finance before the National AGM. (The Hon Secretary had received notice of this proposal too late for it to be included on the AGM Agenda.)

A number of East Coast Members, unable to attend the AGM, indicated they wish to use a proxy vote in favour of the proposal. The matter of proxy voting provoked much discussion – the main points raised were as follows:-

- *Pat Dawson -other areas may not have thought of putting in proxy votes*
- *Pat Dawson – the matter should be formalised for the future*
- *Jon Wainwright (EC) said the votes had not been trawled for*
- *Phil Slade – if proxy votes, then they must be used for **all** items on the Agenda*
- *Dick Dawson – agreed – Members cannot use a proxy vote on just one item – would have to abstain on other items they did not know were going to be raised*
- *Peter Lyons – not in rules, not written down*
- *Jon Wainwright – wanted point of view voted upon*

- *George Jago summed up –the proposal had been discussed at the Committee Meeting and would be raised at the AGM at the appropriate point – but some members still felt that the matter of proxy votes should be discussed at the AGM*

David Godsall proposed that proxy votes should not be allowed unless prior notice was given to all Members. This was seconded by Dick Dawson. The proposal was carried by a majority of members present at the AGM, with 3 against and 5 abstentions.

3. Matters Arising from the Previous Minutes

OGA Insurance Graham Wadeson referred to the matter of insurance which he raised at the 2004 AGM – asked what had been discovered. George Jago said that John Denner had put in a good deal of effort on behalf of the OGA insurance and yes, all officers and members of the Association are covered. George continued by saying that a large contingency fund was needed as the OGA does not have any assets, only cash. This is in line with RYA advice – several other associations have had insurance stopped as they do not have a large enough contingency fund and no assets. At the moment we are looking at this money (£40,000) to retain credibility. We are a sailing organisation, and the AGM is a 'clearing house'. The RYA says insurance companies are looking for any excuse not to offer insurance cover.

Thanks to John Denner for negotiating the insurance minefield on behalf of the OGA

4. President's Address

This will be printed in full elsewhere in Gaffers Log.

5. Hon Treasurer's Report and Presentation of Accounts

David Godsall reported that he had endeavoured to tidy up the collection of subscriptions, but members need to be encouraged to pay by direct debit. Some members paying by standing orders are not paying the correct rate. David urged the next Hon Treasurer to request Area Secretaries to try to enforce payment by direct debit.

Denise Rawlinson – EC Treasurer – asked for details of debtors – £662. David explained that £428 was due from adverts in OGA publications, and £234 commission for insurance.

The increase cost of Gaffers Log is mainly due to postage.

The motion to adopt the accounts for the year ended 30th September 2004 was proposed by Nick Miller and seconded by Mike Stevens. It was carried unanimously by a vote at the meeting.

On standing down as Hon Treasurer, David Godsall thanked all officers and members for all their help during his time as treasurer – this had made his life 'possible'.

Norman Mikkelsen proposed a vote of thanks from the floor to David – this was met with a round of applause.

6. Announcement of Awards

6a. Cape Horn Trophy

This trophy was not awarded this year, as no nominations had been received by the adjudicators, (Tom Cunliffe and Richard Woodman). The President said it would be a shame to let trophy lapse –which is awarded for good seamanship. The President invited everyone to consider putting names of suitable members forward in 2006. Sue Farrer brought the trophy along to the AGM and showed it off to the meeting (in unique style!)

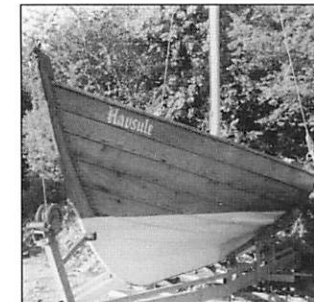
6b. David Cade Memorial Trophy

Alison Cade presented this trophy at the 2003 AGM, to be awarded to a member who has done something special, 'over and above his/her normal duties' to promote the OGA. The

Havsule

Shetland Fourern by Ian Cooper built 1978
Long keel. Tiller steering. 3.5hp outboard.
Spritsail rig with furling headsail and dipping lug option.
Fully equipped with road trailer lying Hamble.
£4,750

Contact David & Christine Hopkins
Telephone 02380 453256 / 02380 402583



Thames One Design – Ana Christina

16ft 6ins LOA Clinker gaff rigged day boat.
Fully equipped including boom up cover/tent
And flat cover. Brand new set of sails by East Coast
Sails. Brand new trailer, less than 250 miles, never dunked.
4hp Seagull outboard.

A real Classic boat in very good condition.
£3,500 ono
Contact Graeme Leaper telephone 01621 785551



Ayesha

1922 gaff cutter built by Aldous. Major refit 2000.
LOD 40ft beam 8ft 6ins draught 5ft 9ins.
New mast and spars, sails and standing rigging.
New project forces sale.
£29,950

Contact Jack Jennings telephone 07973 472949
Or 01204 303536



Oysterman 16 Gaff Cutter

LOD 16ft LOA 22ft Draught 3ft Deadweight 1,814 kg
Designed by Paul Gartside and built by Riverside Products
of Penryn in 1983. GRP hull and deck, Columbian pine
spars. Sails by James Lawrence (2000).Twin Wycombe
Martin furlers. Yanmar 1GM10. Double-axle road trailer.
Two berths, cooker, chemical heads, twin batteries. All
very well maintained.

£9,500 o.n.o.
Contact Mark Chapman telephone 023 8045 6788



40 foot Gaff Ketch 'Annelis'

Designed by Percy Dalton. Built 1987 one owner from new.
50ft LOA 40ft LOD 12ft.3ins beam 6ft draught
Full inventory for blue water cruising
46hp Thorneycroft diesel
6 berths in three cabins
Price £35,950.00
Contact Mr Alan Londesborough telephone 01752 862655 (UK)
00 34 606 124824 (Spain)



Stella Anne

Danish Kotter, ex Seine net trawler built 1956 oak on oak.
Fully converted for adventure cruising. 10 berths.
LOA 62ft beam 20ft draught 9ft. Gardner 8L3B/Lister Diesels. Avon RIB with 50hp Yamaha outboard. Tender With outboard. Lying Weymouth.
£75,000
Contact Simon Duff telephone 01460 220731 or 07974 653329 or email simonduff.eng@virgin.net



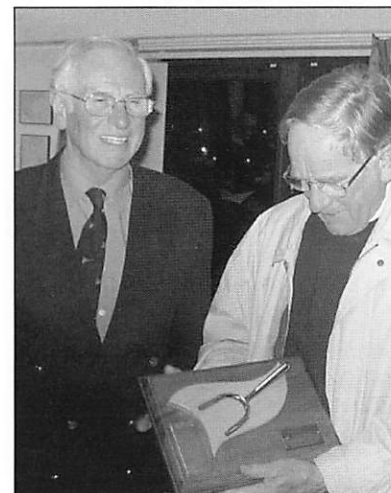
Irmgard

Gaff cutter built 1950 oak on oak.
4 berths in two cabins. Well equipped, comfortable, dry cruising boat in good condition. Ongoing project forces sale.
£20,500 ono.
Contact John Duncan telephone 07879 810038



Theta

Tamarisk 29 gaff cutter (+ bowsprit) x 9 x 5 long keel.
Built 1982 GRP hull by Cygnus. Fitted out in hardwood. Wooden mast and spars New teak deck 1998. Yanmar 15hp diesel. S/steel standard rigging. Electrics upgraded 1998. Aluminium legs. Well maintained lying Guernsey.
£30,000
Contact Steve Morris telephone 01481 257671



George Jago presenting Alan Hidden with the David Cade Memorial Trophy

7. Proposed Rule Changes

7a. Rule 5 Expulsion The F&GPC were charged to review and recommend change if necessary. It was suggested that the rule should not be too contentious. On advice from the RYA, individual Areas would not be responsible for dealing with the matter of expulsion, rather any Area in this position should bring the matter to the attention of the Hon Secretary to be dealt with at National level. (All OGA Members are members of both the National OGA and individual Areas). The proposed rule, as follows is taken from Sport England:-

Any member not complying with the Rules of the Association, or said to be guilty of conduct injurious to the good name of the Association shall be liable to expulsion. In such an event the matter shall be brought to the attention of the Association Hon Secretary by the Area concerned. The Hon Secretary shall form a special committee of five persons taken from Area Presidents, Area Secretaries or full members of the F&GP Committee, so long as they have no connection in any way with the matter raised. Both the Area concerned and the person concerned shall now make written representation to the Association Hon Secretary for distribution. At an agreed date, but no longer than six months from the first written submission, the special committee shall meet. Both parties shall be invited to attend. The special committee, having had the opportunity to investigate the matter fully will, on a majority vote, have the authority to expel, or not expel, the person concerned.

George Jago said that most rules go back a long time and there had only been two

F&GPC adjudicates who should receive the award.

George Jago said of this year's recipient –

'He first set up the Northern Ireland Area, before moving to Devon. He was then asked to put his efforts in promoting the OGA in Bristol Channel area. He has a very professional approach, always happy and his Newsletters are a joy'.

The meeting resoundingly endorsed the presentation of the David Cade Memorial Trophy to Alan Hidden.

6c. Special award

Finally on behalf of the membership as a whole George was pleased to present an award to the retiring treasurer, David Godsall, in thanks for his efforts over many years of service to the OGA.



For services rendered. George Jago presenting an award to David Godsall for his efforts on behalf of the Association over many years

instances in the last 40 years of members being expelled. The meeting discussed the proposed Rule Change. Dave Keller queried if it was a conscious decision to exclude the Hon Secretary and National President from the special committee in the case of appeal. The Hon Secretary confirmed this and said that any such matter would be treated discretely and fairly.

The motion to adopt the New Rule 5 – Expulsion was proposed by Irene Aston and seconded by Tim Dodwell. There was one vote against and no abstentions. The motion was carried by a majority vote at the meeting .

7b. New Rule 13 – Dissolution

The President said if the Meeting did not approve this new Rule, there would be no OGA Insurance Cover.

13.1 If, at any General Meeting of the Association, a resolution be passed calling for the dissolution of the Association, the Hon Secretary shall immediately convene a Special General Meeting of the Association to be held not less than one month thereafter to discuss and vote on the resolution.

13.2 If, at that Special General Meeting, the resolution is carried by at least two-thirds of the Full Members present at the meeting, the General Committee shall thereupon, or at such date as shall have been specified in the resolution, proceed to realise the assets of the Association and discharge all debts and liabilities of the Association.

13.3 After discharging all debts and liabilities of the Association, the remaining assets shall not be paid or distributed amongst the Full Members of the Association, but shall be given or transferred to some other voluntary organisation having objectives similar to those of the Association.

Previous OGA Rule 13 – Interpretation – will now become Rule 14

A brief discussion followed. It was considered that one month would be enough time to convene the Special Meeting, and it was confirmed that a Full Member was someone who had paid a current subscription. It was suggested that the Rule would protect the OGA and the Association would not lose by having it.

The motion to adopt the new Rule 13 was proposed by Jon Wainwright and seconded by Mike Robertson and carried unanimously.

8. Election of Officers

Honorary Treasurer George Jago, said that one candidate had come forward and he proposed Lynn Slade for the post of Hon Treasurer. This was seconded by Robert Holden. George asked if there were any questions and Lynn was asked to introduce herself to the meeting. The proposal was carried unanimously.

9. Review of Association Finance and Proposed Changes to Membership Fees

A mandate is required from members at this AGM to enable the F&GPC to review the Association finances and to increase subscriptions by up to 25%. The President said that a number of issues had been raised at the Association Committee Meeting, which would require funding:

- *Gaffers Log is to be produced in full colour*
- *The Association Procedures Pack to be reviewed and kept up to date*
- *A new Membership List to be produced and kept up to date*
- *A review of the most effective methods of communication, within and outside the Association*
- *A proposal had been received from the East Coast Area regarding increase in subscriptions and subsequent allocation of a proportion of the subs to Areas*

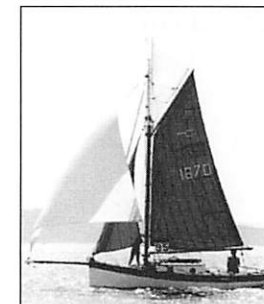
Windchime

17ft gaff rigged sailing cruiser.
Perfect condition. Large inventory.
C/W good road trailer.
£7,000.00.
Telephone Roger Rudman on 01902 372992.



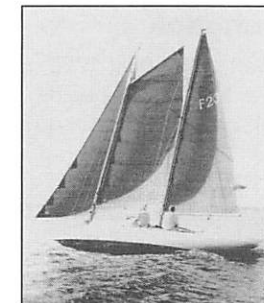
Tregatreath

Falmouth working boat LOD 23ft LOA 32ft
Beam 7ft 10ins draught 4ft 6ins.
Heard (Gaffers and Luggers) GRP hull 1987.
Short cabin version, large cockpit. Volvo Penta 2002 18hp.
Good sail wardrobe. Well fitted out with many bronze and brass fittings. Lying R.Tamar Plymouth.
£20,500 ovno.
John Forster telephone 07970 577386 or email
watermusic@supanet.com



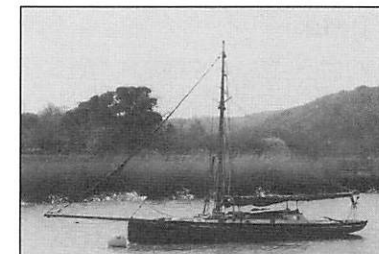
Eilen

International 6 metre built France 1926
Fully restored 2000-2002.
Original Marconi Rig. LOA 34ft 6ins.
Hull and deck epoxy sheathed, auto pilot,
Depth sounder, compass, 3.3hp outboard.
Gale Heard sails.
High speed road trailer.
£15,000 ovno
Jock Smith telephone 01206 250481 or 07885 256667



Marta

Morecambe Bay Prawner
32ft gaff cutter believed built Crossfields circa 1926.
Fully fitted out. Very original.
4 berths. Volvo engine. Avon inflatable and Seagull outboard. Lying ashore at Calstock, River Tamar.
£11,000
Contact Mike Forewood telephone 01822 833882



Dublin Bay

A Chara

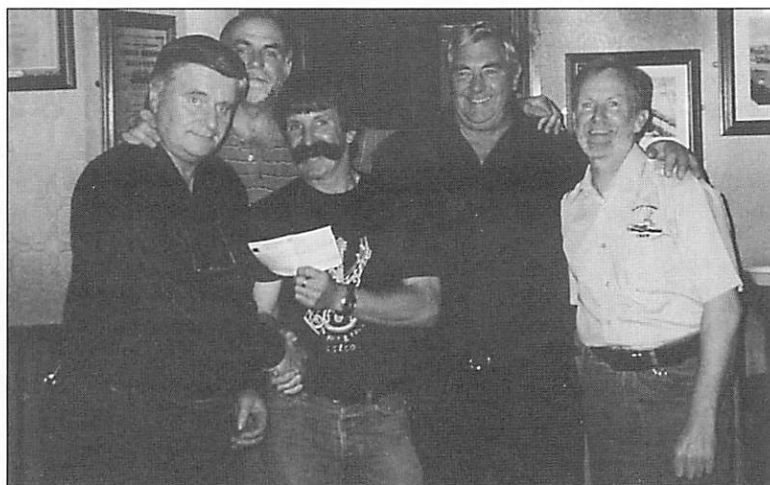
Dublin Bay had it's ups and downs over the last year. Our house is a little better organised now and we are looking forward to 2005 with the Tall Ships starting in Waterford, and our planned Sail Around Ireland directly afterwards.

With the Howth Traditional Sail Festival cancelled because of insurance problems, which, I believe have now been solved, we functioned at a very low key. On the plus side of life we held a fund raiser in the Pier House at Howth for the RNLI. With Simon of Blue Anchor fame and a local Looe Lugger in attendance we had a great weekend, and DBOGA raised over 5,300 Euros (approximately £3,500) for the RNLI.

Michael Prior and myself attended a very important meeting of our Heritage Council. At the meeting we voiced our views on what we perceive to be traditional boating in Ireland and how it should proceed. We got a lot of backing from most of the people who attended. Tom McSweeney (Sea Scapes) gave us radio coverage and interviewed us, fully agreeing with our arguments and views. John Keiron curator of Liverpool Maritime Museum was present with other people from our museums. The Asgard project was brought up which in my capacity as Hon Treasurer ARP I replied to although it fell on deaf ears. Keiron's slick video presentation on the day was not relevant in the least to our traditional boat situation over here, and I doubt if he will be over for a re-match in the near future.

Seven of our boats made it over to Brest, stopping off in the Scilly Isles and Camaret on the way and Camaret, Ushant, Newlyn and Kilomere Quay on the way back. It was a pleasure to take part again and to see all the OGA flags and burgees flying. With all these boats present it showed how over the years the OGA has gone from strength to strength, long may it go on.

Mick Bentham



DBOGA present the RNLI with a cheque for 5,300 Euros

George Jago said that, following the review of Insurance, the Association now needs to review finances. Rob Williamson addressed the meeting regarding the mandate given by the East Coast Area at it's AGM in November 2004.

Members discussed the matter of finance and subscriptions, and the following points were made:-

- *majority of Members believe subs are extremely low.*
- *it assumed that subs are for benefit of all Members.*
- *some members felt that the face of the OGA is the Areas, not Central and not F&GP*
- *The President commented that the OGA is a large organisation, and the F&GPC is needed to deal with the 'nitty gritty' of OGA business.*
- *The proposal from the East Coast would be enshrined in the review of Association finance.*
- *Members would be kept informed of how the review is progressing via the Log*

It was finally proposed that:-

1. The F&GPC to review the Association financial procedures – taking the East Coast proposal into account.
2. The F&GPC shall fix the subscription for 2006 – this shall not exceed an increase of 25%.

Proposed by Pat Dawson. Seconded by Alan Hidden. Carried unanimously by a vote at the meeting.

10. Any Other Business

Photograph Competition

Peter Lyons encouraged members to send in entries for the Competition.

Membership List – The F&GPC was asked to consider reprinting the Membership List every year, listing the Association Officers and new members

Sailing Sub Committee 'Sailing not Politics' Jon Wainwright has written to all Area Secretaries with a view to forming the Sailing Sub-committee. The first meeting will be to do with sailing rules etc. Jon is looking towards a meeting in February.

Heritage Afloat The two new OGA representatives on HA are Hannah Cunliffe and Cole Manson. **Heritage Link** – looking at confederation, not just Maritime. Some concerns that decision for Lottery dispersal moved to Government – not something welcomed by OGA

Fuel Concession It was noted that duty free fuel for boating is coming to an end!

Financial and General Purposes Committee

Following a request for F&GPC Minutes to be placed on the website, Robert Holden said that these are already available to all Members via the Area Secretaries.

Proxy Votes – Peter Lyons requested that these Minutes reflect that the issue of proxy voting would be considered by the F&GPC. He felt Members should be encouraged to attend Annual General Meetings and vote in person.

George Jago requested Members to ensure that proposals are received by the Hon Secretary in good time prior to an AGM

Closing Remarks

George Jago reminded the meeting that he would be standing down as President at the next AGM

The Meeting Closed at 8.20pm

THE OLD GAFFERS ASSOCIATION INCOME & EXPENDITURE ACCOUNT for the year ended 30th September 2004

	2004 £	2003 £
INCOME		
Subscriptions		
& donations	22,562	19,668
Insurance commission	234	279
Bank interest (nett)	609	561
Regalia surplus (loss)	453	(31)
Advertising income	2,605	2,132
Net surplus –		
Ullswater Event	–	156
	<u>26,463</u>	<u>22,764</u>
EXPENDITURE		
Gaffers Logs (Newsletters)		
inc. postage	12,831	9,875
Membership List inc.		
postage	–	842
Travel & subsistence	3,078	2,256
“Stationery, post		
& telephone	1,704	1,921
Area funding	2,590	1,037
Printing	570	
Donation – RNLI	250	250
Donation – in memory		
of David Cade	–	1,000
Photographic		
competition prize	283	250
Hire of rooms	236	181
Insurance	49	53
Liability insurance	750	275
Subscription – RYA	70	67
Subscription – Heritage		
Afloat	60	60
Bank charges	262	224
Exhibition costs	801	120
Advertising costs	–	635
Secretarial & computer		
support	2,218	3,000
Internet Web site		
operating costs	71	167
	<u>25,823</u>	<u>22,212</u>
Excess(Deficit) of		
Income over		
Expenditure	640	552
	<u>26,463</u>	<u>22,764</u>

THE OLD GAFFERS ASSOCIATION BALANCE SHEET as at 30th September 2004

	2004 £	2003 £
CURRENT ASSETS		
Bank Deposit Account		
– Barclays	39,526	39,923
Bank Current		
Accounts	2,612	2,296
Cheques &		
cash in hand	50	50
Regalia stocks	988	696
Debtors	662	49
	<u>43,838</u>	<u>43,014</u>
CURRENT LIABILITIES		
Creditors	434	250
Corporation Tax		
– on bank interest	–	–
	<u>434</u>	<u>250</u>
NETT CURRENT ASSETS	<u>43,404</u>	<u>42,764</u>
GENERAL FUND		
Balance from		
previous year	42,764	42,212
Surplus (Loss)		
for the year	640	552
	<u>43,404</u>	<u>42,764</u>

These accounts are those of the Central Committee of the Association and do not incorporate the assets and liabilities of Area Committees.

D.J. Godsall, Hon. Treasurer

I have examined the financial statements on pages 1 and 2. They are in agreement with the books and vouchers presented to me. In my opinion the financial statements give a true and fair view of the Association's affairs at 30th September 2004 and of its surplus for the year then ended.

W.R. Read, Hon. Auditor

Of course, in the Trailer Section there is also the need to consider the trailer and camping gear. Already there is that indefinable air of expectancy, Summer is not so far away.

2005 promises to be a good year for the trailer sailor, even if the weather does not turn out to be so good. Besides the three rallies run directly by the section at Clywedog and Ullswater, there will be small boat events run by Conwy North Wales at Derwentwater, The East Coast Area will have their famous SWAMAZONS, Chichester Harbour will be arranging a rally and now Bristol Channel Area are offering two, one at Instow and one at Cardiff.

Also, there are two other events with OGA participation, one on the Thames at Lechlade and one in Dell Quay Harbour.

Surprisingly, none of this has been planned in any orderly fashion, but has just come into existence because of the good will of many people and most importantly, members putting themselves forward to take on the task. The trailer section exists mainly as a resource centre to advise Areas who are contemplating organising small boat events. The section cannot run all the events and it is gratifying to see the areas running their own.

If you have not yet been to a small boat rally, but fancy the idea, why not come along and take a look. Bring a buoyancy aid, you never know your luck, someone will probably need a crew.

You will be able to see that small boats are essentially all about having fun, we do not like to take ourselves too seriously, as you will find out if you see a race. What you will see, is for the gaffer, a sight for sore eyes. Suddenly, a stretch of water that most weeks of the year sports white plastic with white pointy sails, comes alive with real boats, all colours under the sun, most of them made from wood. Even the local sailors tell us how much they appreciate the sight. Last Summer, as the OGA sailed up the River Taw from Instow to Bideford, I could see quite a few non-sailing types photographing and videoing us, so we must look impressive!



*Picnic on St Herbert's Island,
Derwentwater*



*Bristol Channel Area Secretary's
Flagship leads the fleet at Instow*

I must put in a small blurb here for the Beale Park Boat Show held at Pangbourne near Reading, in June. This show must be the Mecca for the trailer sailor, plenty of wooden dinghies on show, none of the big boat show ambience and slickness, just boat builders, mostly on their own, showing their wares. The OGA will have a stand there, so if you come, be sure to call in on us and grab a coffee.

For further details of any of the above, either give me a call or see the events list in this magazine.

Mike Stevens, Area Secretary

With Nelson's roots in our region we hope to welcome members from other areas to celebrate the 200th Anniversary of Trafalgar. Happy sailing to all!

Jon Wainwright, Area Secretary

The Netherlands

This new branch of the OGA family has worked hard during 2004 trying to make things run smoothly; inside The Netherlands as well as between the Dutch branch and our English mother. It turned out that, in order to operate on legal grounds and to receive approval of the insurance companies, we cannot just be an another area like the different British area's. We have to form our own club which means we need to go and see a public notary and get an official acknowledgement as an association; with our own autonomous club's officers, members, meetings, objectives and responsibilities.

A lot more work and a lot more responsibility and all that because the law on the Continent differs from the British law. (How about getting European?)

Our first official meeting will be on the 12th of March. It will be a pleasant (pub) meeting with drinks and food afterwards.

Plans for the rest of the season are: start of season weekend, Enkhuizen, May 13 – 16, consisting of a race on Saturday, pub meeting and prize giving afterwards and a passage race on Sunday to Trintelhaven where we will meet our friends from VKSJ (mainly classic Bermudan's) for a joint meal.

Some of us will come to Brightlingsea June 11, where Ragamuffin has to uphold her Trophy.

Then we have THE SHIPMATE'S (DUTCH) CLASSIC (YACHT) REGATTA in Hellevoetsluis, July 28 -31; including the FIRST CONTINENTAL OLD GAFFERS' RACE,

Saturday on the Haringvliet. English, Belgian and Dutch Old Gaffers make sure to be there!

You can enter this race without having to take part in the Classic Regatta. More details elsewhere in this Log.

Following the DC we are planning a rally in Zeeland. All English Gaffs are friendly invited to come along. Let's have some fun folks!

The end of season will be a race in Enkhuizen again, September 17-18. together with our VKSJ friends and the Kotter Club as well. This means Enkhuizen harbour will be filled with just Gaffers and Classic yachts! Ain't that a sight.

Molly Vingerhoets, Dutch Area Vice Secretary.

Trailer Section

The cold early months of the year are the time when most people wish they had hibernated, but for us sailors, the passing of the winter solstice turns our thoughts to the coming sailing season. The sailing magazines start to publish articles on fitting out, making necessary repairs etc.

Hello from the New Association Treasurer

Dear Members

I should like to introduce myself – the OGA's new Honorary Treasurer, with effect from the AGM on 15th January 2005. Those of you who have already read (avidly I am sure) the AGM minutes will be aware of the change of Treasurer, but I suspect many of you will have skipped through those pages to "read at a later date"!

My name is Lynn Slade. Yes, no coincidence, I am the wife of Phil, the Gaffers Log Editor, and I am contactable on the same address, phone number and e-mail address as Phil, should anyone wish to discuss "matters financial" with me.

On everyone's behalf I should like to echo the thanks given at the AGM to David Godsall, who fulfilled this role for many years. He patiently explained to me how the books were kept for the Association's 40+ years (painstakingly by hand) and he kindly passed over a number of large boxes overflowing with papers, which he promised me were only from the last couple of years!

Another big thank you to Russell Read, who for many years has audited the annual accounts for the OGA. Russell has decided to spend more of his time restoring his boat "Charm" and I wish him all the best with the continuation of this project. Fortunately another volunteer has come forward to act as "Independent Examiner" (apparently we may no longer use the term "Auditor") of the accounts and I thank and look forward to working with John Baddeley, a retired Chartered Accountant and enthusiastic OGA member, in October after the financial year end.

More unsung heros/heroines with whom I look forward to working, and hopefully meeting, are the Area Treasurers, who to my mind hide their lights! I would ask all Area Treasurers to contact me, so that I know who and where you are, with your e-mail addresses if possible. I should like to form an e-mail address list so that I can contact you with questions and queries, ideas and knowledge sharing.

Part of my role is to sit on the Finance and General Purposes Committee. I have spent several years as CEO of a local Chamber of Commerce as well as General Manager of a local Business Link. I believe this has given me the necessary experience to put members' requirements and wishes first and foremost, at the same time taking a sensible viewpoint on the applicability of decisions made. At the AGM, the F&GP were tasked to look into a potential increase of subscriptions from January 2006 and into the feasibility of returning a proportion of those subscriptions to the Areas. I suspect this will take up much of the Committee's time in the forthcoming year but I look forward to the debate and to helping the F&GP reach their conclusions.

As most of the OGA income is derived from membership subscription, I shall be working very closely with Peter Lyons, Membership Secretary. Between us we hope to make subscription payment easy. Should you have any problems with your membership or you know of anyone who has not been receiving his/her Gaffers Log for any reason, this may mean their membership payment has slipped the system somewhere. Let me know and together Peter and I will sort it out.

Lynn Slade – Hon. Treasurer

A plea from the Membership Secretary

Having survived my first turnover from one year to the next, I would like to thank all of you Gaffers who have signed up for the Direct Debit system. The hours and hours of work that this saves the Hon Treasurer and myself cannot be over-emphasised. I would ask that any of you who are still using the cheque payment system or standing order please consider changing. DD Forms can easily be obtained and sent to me for new members and for existing members to Lynn Slade, so that next year this turnover period does not become another nightmare. I am going to leave this computer now and fit my new engine. I hope all of you Gaffers have a good sailing season.

Peter Lyons – Hon. Membership Secretary.

Sec's Wanderings – or the diary of the Hon Sec.

Life was expected to get a bit easier once the 15th January OGA AGM had been held. A visit to the Bristol Channel Area's AGM on Saturday 29th Jan, a Medway and North Kent (MNK) Area Pub Meet the following Saturday and a MNK representation at Chatham Dockyard for possible MNK participation in the August Bank Holiday Chatham Maritime Festival, with a scheduled F&GP Meeting for the middle of February being the only activities diary'd up to the end of March.

Jan and I were pleased to attend the Bristol Channel Area AGM, which was well attended given the large area they cover and very enjoyable it was as well. Clearly a lot of work had been put in to place the area on a more regularised footing, with a proper committee to relieve poor Alan Hidden of the pretty near sole running of the area. Thank you Alan for inviting us and congratulations to all on the new committee.

Butttt.... along the way comes a new 'Inquiry' from the Department of Culture Media and Sport dated 18th January with a closing date for submissions of 31st Jan – a mere two weeks! This new inquiry is about 'Maritime Heritage and Historic Ships' and finding a way forward to recognise and support this neglected area of our nations heritage. Their 'Terms of Reference' document says about the Inquiry "...will examine the strategy, administration and resources aimed at implementing the Government's stated policy of preserving *"the best of the ... maritime heritage"*.

So, drop everything. And we did – and managed to get our response sent in by the deadline. This was followed up by attending the Oral Submissions part of the Inquiry held at the Palace of Westminster on Wed 2nd February, just two days after the written submissions closing date. The oral presentations included a news release read by the Rt Hon Lord McIntosh – Parliamentary Under-Secretary of State – that announced the establishment of a National Historic Ships Unit (NHSU). This is to be funded by government with a £100,000 sum being allocated for its first year rising to £170,000 in the second year. At least it's a start.

One of the more revealing things that raised a few eyebrows on all sides – seemingly also Carol Souters – Director of 'The Heritage Lottery Fund', came when Richard Doughty of the Cutty Sark Trust revealed that they are expecting to be awarded a nice £11.75m from the Heritage Lottery, but, under legislation just come into force, will now be liable for 'VAT' which will remove nearly £4m from their use.

Although the concentration was on ships, rather than smaller craft, there is an acknowledgement that the National Register of Historic Ships needs expanding downwards to include vessels of less than 40ft – a lesser cut off size was not mentioned. Discussion moved on to discuss the finding of a university to take this up where the University of St Andrews left off, having completed the original brief. Current thinking is to approach the University of Greenwich, established at Chatham in the old Naval Buildings – that includes the magnificent 'Chatham Dockyard Officers Wardroom'.

Thanks must go to Classic Boat magazine for informing us of the existence of this new inquiry. We in turn being able to inform Heritage Afloat and the Association of Dunkirk Little Ships for them to act as they see fit. Heritage Afloat also attended the Oral Inquiry.

Robert Holden – Hon Secretary

East Coast

The 2004 Season ended with a Rally at Woolverstone, together with a productive and well attended AGM and an excellent party afterwards. Cruising Trophies went to Peter Butler for his Baltic Cruise and Graham Jenkins, whilst the Points Series went to the much maligned Deva for gaff, and M A Solitude for the Classic Bermudans. We had a major crisis with an area presidential heart attack in January 2005, which combined not very conveniently with a first lady illness, but Brian's ticker is firing on all four again, and Lorna is doing well too!

I seem to say it every year, but yes, again we have a lot planned for the area in 2005!

However, we have spread the days more evenly, and more of the events are in holiday times. There's a lot more for open boats, with specific events at Wrabness (Easter Bunny), Brightlingsea (evening series) and of course Swamazons- about 10 days, apart from what might be done in the August Classics, and other events which may occur during the season.

For the cruisers we start with Foulness on the first weekend in May. There is something very special about anchoring off the Island and walking through the fields to the little pub. This event is followed by the Crouch Rally at the end of May, as part of the Royal Burnham Whitsun Regatta.

Then we have Brigaff 05, which with the help of some special funding is now being extended by a week into the Colne and Blackwater Festival of the Sea! The first part will follow the lines of last year's Brigaff, with the Osea Race (10 June), the East Coast Old Gaffers Race (11th June), Parade of Sail to Wivenhoe (12th June) and Mersea Sea Food Picnic (13th June). Then for the rest of the week, in the late afternoon and evening there will be racing for open boats. We hope to encourage some large sailing vessels to come over from mainland Europe, as well as local barges. Watch out for developments on this event- it is going to be big!

Southwold Festival of the Sea is a stand alone event this year. The Passage Race from Harwich is on Thursday 14 July, followed by Lowestoft visit on Friday, the Sole Bay Race being on Saturday off Southwold on Saturday 16 July. As last year there will be lots laid on ashore, both on the Quayside and in the beautiful little town. It is hoped a number of Dutch and Solent based vessels will attend, on their way to the Dutch Classics.

The "Swamazons" event is the OGA event for open boats. Based on the Walton Backwaters made famous by Arthur Ransome, Saturday 23rd July is the day for the "Round the Islands" race for open boats, and on Sunday there is always a special event, often involving Treasure Hunts or hunting pirates. Facilities for launching, camping and B & B are all readily available for the trailer sailors, and the whole event is wonderfully run for the benefit of old and young gaffers by Tessa and Stuart.

About a fortnight later you will be itching to get back to gaffing again! And guess what, we have the August East Coast Classics, 21-28 August. There are several big trophies for races to be handed out, but as you know the Classics is essentially a touring festival. As the racing season comes to a close, we go back to our OGA roots at Maldon for the Town Regatta and OGA Anniversary Rally on 24th September. The final rally is at Woolverstone in November, date to be advised. At the party ashore awards for Cruising Logs will be made also. (Details of all events on eastcoastclassics.co.uk.)

Devon

Didn't we do well, in the last issue of the Log? Apart from our Devon News page, there were three photos, five pages of articles, three letters and an advert, all provided by Devon Gaffers! We shall have to watch our step or the Editor will be accused of favouritism. I look for that level of commitment from you, to our events this coming season! We will organise them; all you have to do is show up! The National Committee and General Meetings (both annual events) were held in London in January and I have given a verbal report of the proceedings to the Area's Officers and HPOs. No doubt there will be reports in this Log. My view is that, if anything changes, it will remain very much as it is but I wouldn't hold your breath.

However we do have some heartening local news to start the year. You may recall that last season, the "centenarian", Dianna Joan grounded in the upper reaches of the Dart, in the dark, with serious consequences. Feeling unable to undertake the necessary major surgery, her owner, Peter Wyatt, offered her for sale (for a "peppercorn") as a restoration project. He was heartened by the considerable interest shown and would like to thank all those who contacted him. She is now in the hands of Andrew Howard of Cornworthy (whom I hope to sign up as a member!) and we look forward to him bringing Dianna Joan back to the fleet.

In the coming season, there are a lot of interesting events for Devon Gaffers and we would welcome our neighbouring gaffers from the Solent and Cornwall (or anywhere for that matter!). The dates are in the Events Pages, it would take too much space to give all the details, so I'll send you a Newsletter (soon) but I list them here so you know what to look out for.

The Fitting-Out Supper & 50/50 Auction.

The Brixham Rally & Heritage Trawler Race.

The New Salcombe Festival.

The Dartmouth Classic Rally, including Devon Gaffer's Start Bay Race (and the Gaffer's Grog Race, I hope?).

The Plymouth, Fowey & Falmouth Classics.

At the end of the season, we have the AGM & Laying-Up Supper on the eve of the 200th Anniversary of the Battle of Trafalgar (by the way, we won!).

England Expects and I expect to see you this year!

Dave Keller.
Hon Sec

*Your Area Secretary 66 years ago ...
and he still wears that hat!*

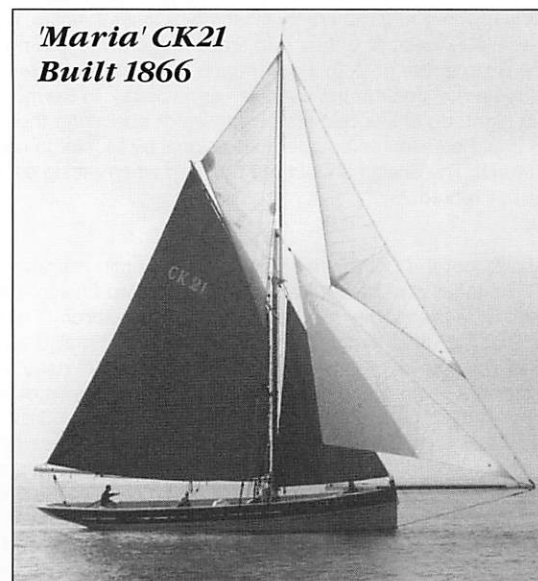


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FOR THE INSTRUCTION OF THE ENQUIRING SAILOR

(And an "ever so 'umble" Reminder to those Who Know).

Flags used at sea are the heraldry and the language of the sea. If we genuinely take pride in our seamanship and the lineage of our boats, should we not also look to our flag etiquette? This surely has equally historic and worthwhile origins, deserving our attention? I hope the following will be of interest and generate light rather than heat. Furthermore, I hope it will result in our bunting looking more seaman-like.

The use of banners and flags dates back almost forever. The use of ensigns on boats dates back to about 1570. Flag etiquette is enshrined in law and custom. There is considerable scope for mistake and some risk of offence. Many judge you and your boat by the flags displayed and the way they are displayed. The legal requirements for British registered vessels are set out in the 1894 Merchant Shipping Act, which is still in force. Certain offences can attract a £500.00 fine and may be enforced by commissioned officers serving in HM Forces or Customs!

The Ensign

A British registered vessel is obliged to wear (not fly) the Red Ensign or any "privileged ensign" (see below) to which she is entitled. The upsurge of nationalism across our borders does not change this lawful requirement. The ensign should be kept clean and in good repair. At sea the ensign should be worn when meeting other vessels and must be worn when entering or leaving British or foreign ports, or when approaching forts, signal and Coastguard stations. It is customary to observe Royal Naval practice by hoisting the ensign at 0800 hrs local time (0900 hrs between 1st November and 14th February), taking the lead from a warship or the senior vessel present, or as soon after that time, as people come on board. It is lowered at 2100 hrs local time or sunset if earlier, again taking the cue from a warship or senior vessel present or before that time if the crew is leaving. When sailing, the ensign should normally be worn at the peak in a gaff-rigged boat, at the mizzen masthead in a ketch or yawl (or about two thirds up the leech of the main sail or backstay, in Bermudans), otherwise at the taffrail. When underway at night, do check that the ensign is not obscuring the stern light, nor is it fluttering across it, which could be seen as an attempt to signal by Morse! In harbour or at anchor, the proper position is at the taffrail. The ensign should not be worn when racing as it will be assumed that the vessel has finished or has retired.

Privileged Ensigns

Some clubs and associations (not the OGA!) are empowered to obtain warrants enabling members to wear a privileged ensign. The latter may be a defaced Red (i.e. a Red Ensign, bearing an additional emblem), a Blue, a defaced Blue (or a *White for the Royal Yacht Squadron*). For this purpose the boat must be registered under Part 1 of the Merchant Shipping Act or the Small Ships Register. The boat must be over seven metres in length or over two registered tons and not used for any profession, or business. In order to register the owner must be a British citizen or a citizen of a British dependant territory. The privileged ensign must only be worn when the owner is on board or ashore in the vicinity and only when the boat is wearing the burgee (or Flag Officer's flag) of the same club/association. The warrant must be carried on board. When the boat is sold, or the owner ceases to be a member, the permit must be returned. It follows that after the return of the warrant the ensign can no longer be worn. It is suggested that the ensign should be destroyed, retained in the owner's home if it has sentimental value or returned to the club/association. Owners selling a boat and buying another need to return their warrants, which applied only to the old boat and apply for a new warrant for the next boat. A new boat needs a new flag, bearing in mind the earlier reference to the ensign being kept clean and in good repair.

The Burgee

This is a flag, triangular in shape (or a swallowtail for a Flag Officer) displaying the colours or symbol of the club/association and shows that the boat is in the charge of a member of that club/association and does not necessarily indicate ownership. It should be worn at the masthead. If this is not possible due to wind sensors, radio antenna etc, consider first putting the burgee on a longer staff to raise it clear of any conflict. **The correct place to wear a burgee is at the masthead.** The burgee

Solent

We move into 2005 with another full programme, having rounded off 2004 with an evening aboard HMS VICTORY for 40 lucky members and partners. Our Area President set a fascinating nautical quiz, which, coupled with supper on the Middle Gun Deck, made for a most enjoyable evening.

The Trafalgar 200 celebrations look set to leave a lasting impression, certainly in the Solent Area. The week leading up to the Festival of the Sea looks to be particularly memorable, as will be the Festival itself. But we are also expecting great things at our annual rally which will run in conjunction with Bursledon Regatta. Planning is already taking place for the re-enactment of the Battle of Trafalgar, with each British, French and Spanish ship being replicated around a dinghy for the ultimate engagement. Going by the enthusiasm shown so far, and the Regatta Committee's ability to pull all sorts of surprises out of the bag, this will be an event not to be missed.

I can report also that Martin Pound is planning to visit the East Coast following the Festival of the Sea on his way to Hellevoetsluis, taking in Southwold, Walton Regatta, Maldon, Aldborough, and so on. He already has 2 or 3 Gaffers signed up to accompany him and will be delighted to hear from anyone else who might like to join in (martinpound@tiscali.co.uk, 023 9260 996).

Geoff Skinner, Area Secretary

North West

Barrow Festival of the Sea 2005.

Barrow in Furness will be holding its third festival during the week end of the 3rd to the 5th of June. Five large sailing vessels are expected, and any visiting yacht from the North West will be welcomed.

There will be a series of races on the Saturday and Sunday for small boats within the dock system, all members with trailer boats will be welcome to participate. Members bringing a boat will receive free crew passes, and there is a secure camp site alongside the unching area for those who wish to camp or use a mobile home.

We promoted the OGA at last years Festival, and will do so again, so I am seeking volunteers to help man our stand and sell merchandise and recruit new members. Exhibitors will receive free "exhibitors" passes, and so can enjoy the festival when not working the stand.

Can any one wishing to bring a trailer sailer to participate please contact Mike Stephens for details, whilst I will try to assist any one who may want to bring a larger boat, can any one interested in helping to man the stand please give me a call.

Our contact details are inside the front cover of this log.

Nick Miller, Boat Register editor, and our man at Barrow.

Northern Ireland

NI OGA AGM 22nd October 2004 This took place in Holywood Yacht Club, our thanks to them for letting us use their premises. Don McLean, Pat and Peter Kennedy stood down from the committee this year. Our thanks to them for the work done during their time on the committee. Peter Lyons was re-elected as Area President for a third term of 3 years; Alison was again elected as Hon Secretary. Gary Lyons was elected onto the committee for the first time. The remainder of the committee members were all re-elected. Stephen Clark, Ian Wylie, Eilish Shevlin, Ian Martin, Dennis Magill, and Alan Aston. Irene Aston was elected as Commodore. There were no contentious issues.

NI OGA Annual Dinner 26th November 2004 was again another successful evening. We had a full house with 70 attendees who enjoyed the good food of Royal North of Ireland YC. Our guests were Robert and Maureen Hume, Commodore of RNIYC and Phil And Lynn Slade, Editor of the Gaffers Log gave us our after dinner words, that were enjoyed by all. Our thanks to Phil and Lynn for making the effort to come over to Northern Ireland. I was delighted to see all of you that attended the evening. Again thanks to RNIYC, Knots Catering and Joe and his Bar Staff for looking after us so well.

4th February 2005 Newtownards Sailing Club Quiz The NIOGA filled Newtownards Sailing Club for our Annual Quiz. We had an attendance of 40 plus gaffers on the evening. NSC pipped us on the post for the Block Trophy, winning 50 points to 49. We have been invited back for next year.

A Last of the Summer Wine story from John Stannage

As most of you know, my friends and I do most of our boating on Strangford Lough, with two or three little trips on the River Shannon thrown in for variety each year.

Recently four of us spent an afternoon on our own River Lagan. There is a good car park, slipway and a floating pontoon on the Ormeau Embankment, where we launched our little 12ft Orkney Skua.

We first headed upstream under the Ormeau Bridge, Kings Bridge, Governors Bridge and up to Stranmillis Weir. We had our lunch there before heading downstream again. We passed under the Albert Bridge, the Railway Bridge and the two Queens Bridges, turning just above the Lagan Lookout.

We spent a pleasant couple of hours spotting wildlife and landmarks, old and new and remembering how the river was when we were a lot younger.

One man recalled rowing a 17ft clinker boat from the Shipyard to Stranmillis Weir. He drove two pegs into the bank and moored the little boat there for the summer.

Is anyone else going to do a trip to shorten the winter?

Peter Lyons, Area Secretary

Bob Harper, Norman Grant and Jim Busby - Northern Ireland OGA



may, if the masthead conflict cannot be resolved, be worn at the starboard crosstree. This should be avoided unless absolutely necessary. A boat must not wear more than one burgee. A burgee should not be worn when racing (sadly, no longer in the international racing rules) but it should be substituted by a square flag of distinctive design for identification purposes. If the boat is on loan, or is chartered, it is correct to use the burgee of the skipper or charterer not that of the absent owner. Correct practice is to lower the burgee at night at the same time as the ensign.

Flag Officers' Flags

Flag Officers' (Commodore, Vice Commodore and Rear Commodore) boats are authorised to wear special swallow-tailed flags. Presidents and Vice Presidents (and Elder Gaffers of the OGA) may wear a special square burgee of the same design as the club/association burgee and in place of it. A Vice Commodore's flag carries one ball and a Rear Commodore's two. Flag Officers' flags are worn day and night while they are on board or nearby. Honorary Port Officers are also permitted to wear a square flag displaying the club/association emblem with a white border which is not to be confused with the Pilot Jack (see below).

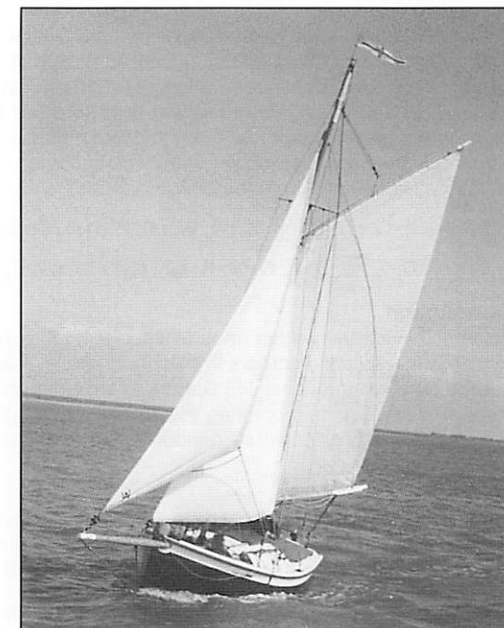
Choice of Burgee

An owner, who is not a flag officer and who belongs to more than one club or association should normally wear the burgee of the senior organisation in the harbour where the boat lies. An exception is if another club or association is holding a regatta or function. Flag Officers should wear their swallowtail flags in preference to any other club/association burgee.

Courtesy Ensign

When abroad it is a requirement of international custom (and in some places a legal requirement) to fly a small maritime ensign of the country visited at the starboard crosstree. A courtesy ensign must not be worn in a position inferior (i.e. below) any other flag, other than a boat's own burgee or Flag Officer's flag. (N.B. the comments about the burgee being at the masthead). This sets the height level. Thus the level and priority declines from the masthead, through starboard crosstrees to port crosstrees and then starboard and port crosstrees on a mizzenmast if carried. If the burgee has been downgraded to the starboard crosstrees then the courtesy flag has also to be displaced to the port crosstree. It does not go into an inferior position below the burgee on the same hoist. British boats do not wear a courtesy ensign in the Channel Islands, Scotland, Wales or Cornwall, as these are part of the British Isles.

It is acceptable to wear a flag of a Country, Principality, Province, County or Island of the British Isles, at the starboard crosstree in British ports (or the port crosstree when abroad), by Scotsmen (not the Rampant Lion and Tressure, please), Welshmen, Ulstermen, Cornishmen, Devonians, Manxmen, Channel Islanders etc, etc. The English flag used in this manner by Englishmen may offend the Admiralty, as this is the flag of an Admiral. However as we don't have any full Admirals afloat, it is probably academic! It has become accepted practice when visiting some European countries to wear the flag of the Province from the same hoist **but below** the courtesy ensign. The flag of the EU is not at present acceptable.



'Petranelle' with Dave at the helm. What flag is that at the mast head?

House Flags

An owner may wear his personal flag in harbour, when on board, provided it does not conflict with the design of an existing flag. A house flag is normally rectangular and worn at the main crosstree of a sloop or cutter and the mizzen masthead on a ketch or yawl or the foremast in a schooner. With their increasing size they are now frequently worn on the forestay.

Pilot Jack.

This consists of the Union Flag with a white surround and may only be used by British registered ships. It may be worn on a jackstaff in the bows when the vessel is in harbour or at anchor and should only be worn when the vessel is wearing her ensign. The Pilot Jack is only worn at sea, or when under way on "dress ship" days. It should not be used underway in inland waters merely to indicate nationality before the ensign is visible. It is hoisted and lowered at the same time as the ensign. **(N.B. A Union Flag has no place on a yacht in any circumstances, this is the sole prerogative of the Royal Navy and H M the Queen.)**

Salutes

Boats are required by custom to salute Royal Personages, Heads of State (wearing their distinguishing flags) and Warships of any nationality, by dipping the ensign only, at sea but not in harbour (give the poor "matelot" a break!). The vessel saluted responds by dipping her ensign and re-hoisting it, whereupon the vessel saluting re-hoists. It is customary for a flag officer to be saluted each day on the first occasion of meeting, by boats flying the same club/association burgee.

Ensign at half-mast

It is customary to acknowledge the death of a family member or close friend by wearing the national ensign at half-mast. The correct way to half-mast is to hoist to the top of the staff and then lower to half way. Traditionally Naval Establishments lower ensigns to half-mast when news of the death is first received, for the rest of that day. Should National mourning be declared then it is half-mast for that period. It is also half-mast on the day of the funeral, until it is completed

Dressing Ship

Dressing overall should be undertaken on the Queen's Birthday, National Days, Local Festivals and Club Regattas etc. This includes oversized ensign at the stern, masthead ensigns on national days and dressing lines. The latter are achieved by stringing the International Code flags from stern to masthead(s) to taffrail. **It is important that no other flags are used in the line and it should not be worn when under-weigh.** As many triangular flags and pendants as are available should be placed alternately between rectangular ones. The accepted order (it cannot be read as anything "rude" in any language!) is, reading from the bow.

E, Q, p3, G, p8, Z, p4, W, p6, P, p1, I, Code, T, Y, B, X, 1st, H, 3rd,

D, F, 2nd, U, A, O, M, R, p2, J, p0, N, p9, K, p7, V, p5, L, C, S.

Conclusion

Volumes have been written upon this subject, I therefore I trust that my readers will forgive me, for cutting a few esoteric corners in this short article. The whole point of the exercise has been to point out the pitfalls and enable Old Gaffers to look seaman-like. After all I hope we would not wish to let the side down, whilst promoting the rig! As in most things, there will be differences of interpretation but for the most part it will be generally safe to follow this guide.

Dave Keller - Hon Sec Devon Gaffers

With the utmost thanks to Norman Hummerstone MBE FRIN, erstwhile Commodore of the Little Ship Club (London) and Peter Wyatt, self appointed "Flag Guru" of Devon Gaffers, for their friendship, help and guidance, in this and other matters maritime.

Reference has been made to the Macmillan Reeds Nautical Almanac, Flags and Visual Signals (RYA C4), Flags at Sea (T Wilson) National Maritime Museum.

Dave Keller

Conwy & North Wales Area

Our area AGM was held on the 4th December 2004 and for the first time at Holyhead Sailing Club with an attendance of 27 members.

Sue, Pete and Scott were again re-elected for a further year as Secretary, Treasurer and Area President with no opposition. Thanks were extended to Barry Edwards for continuing to produce our area newsletter Baggywrinkles.

There were no contentious issues. All present agreed that an event at Holyhead in the Spring would be a good idea – either just a social gathering and perhaps incorporating a sail in the bay for large and small boats followed by a meal in the sailing club restaurant. It was also suggested that we have another trip on the Holyhead Lifeboat. Angus McLeod would look at possible dates.

Following the AGM we all enjoyed an excellent meal in Stan's restaurant at the sailing club followed by drinks in the bar.

On Sunday the 5th December Sue organised a trip to Dublin on the HSS and a party of 30 enjoyed an excellent day out in that vibrant city.

See the calendar for area events.

Sue Farrer, Area Secretary

Bristol Channel Area

A Bristol Channel Area General Meeting was held on 29th January at the the Portishead Cruising Club in Pill, a village which was formerly one of the major havens for the Bristol Channel pilot cutters. There was an attendance of eighteen OGA members, including the Hon. Secretary, Robert Holden, plus two visitors whom we hope will shortly join our ranks.

After welcomes, apologies and introductions, Robert Holden took the chair and began the meeting with a concise, but very informative, account of the current concerns of the OGA officers and F&GP. The meeting continued with its main business of formally establishing, by unanimous vote, the BC Area, which for nearly thirty years has operated with a succession of secretaries but apparently with no other officers or committee. By further unanimous vote it was agreed that the area secretary and treasurer should normally be elected at AGMs rather than by the committee from its own members.

John Hutchinson, after unanimous election as Area President, immediately took the chair and there was uncontentious election of the Hon. Secretary and Treasurer, and six committee members. As a result of gentle persuasion and the promise that committee business would generally be conducted by correspondence the officers and committee members truly represent the full geographical extent of the BC Area from Pembrokeshire and North Devon in the west to Bristol in the east.

A final unanimous vote authorised the opening of an area bank account.

With its formal establishment the BC Area must now face the challenges of showing that it can play a significant part in the local sailing scene and, of course, of bringing to its numbers the many gaff sailors who have yet to become OGA members.

Alan Hidden, Area Secretary

Western Australia

Once again the Old Gaffer's Regatta is rolling around. This year it is to be held on Saturday, April 30th at Royal Freshwater Bay Yacht Club. The Regatta Committee has vowed that this will be the biggest and best Regatta yet, so I hope everyone is getting their boats ready for that one! Registration forms will be out in March, so keep it in mind.

It has been suggested by some members that the 'Old' in our title should be deleted. I must admit that my first reaction was a favourable one, and that perhaps we should 'update' our image. Upon further reflections I thought – but why? Everything these days has to be slick, fast, upmarket, 'with it', 'cool'. 'Old Gaffers' could not be less any of these things! History is one of my passions in life. We need the anchor of the past to keep a 'steady as she goes' attitude to our way of living.

Wooden boat builders of today are faced by an increasingly searching test because, for them, as for all craftsmen, it is true that only personal, individual effort can maintain the level of good craftsmanship. Good craftsmanship has become more and more a matter for the individual conscience, of the personal satisfaction to be derived from doing a sound job. The position now being made more difficult by the fact of our modern way of life, which is continually, demanding more speed. "Time is money"

Of course, good tradesmen have always possessed the ability to accomplish an excellent result within an acceptable time frame. I have worked with some of the best boat builders in the country. They produced some absolutely superb work, but speed was not the essence of the job. That was 50 years ago, and the world has changed – in many ways for the better – but we are in great danger of losing even the remnants of the past if we reject all the old ways. Keep the 'Old' in the OGA.

Some 40 years ago the OGA was formed in the U.K. Essentially it was not an old boat preservation society but its grass roots stemmed from a group involved with gaff rig and who began by the saving and restoring of old traditional boats. Thanks largely to the Association's example, the result in the U.K. has been a number of modern yards building gaff rig boats, and private individuals rescuing old wrecks, researching their past, and rebuilding to "fill the horizons with their graceful sails."

As yet we don't have the population in W.A. to support such a metamorphosis but we do have the amateur spirit and 'individual judgment of worth' to foster a similar revival. Our avowed intent of 'Preserving and Promoting Gaff Rig' must be forever in the forefront of our sailing minds.

Mike Igglesden

Scotland

There has been little to report this winter but once again can I draw the Scottish members attention to the following events in 2005:

2/3 July McGruer Classic Regatta on the Clyde; 2/3 July Tarbert Traditional Boat Rally; Loch Fyne; End August Anstruther Muster

There was a gaff class in last years Tarbert Rally and this will be repeated this year. This could be an ideal place for a 'get together' for the Scottish membership. If you are hoping to attend, please advise me and I will try to arrange a venue for a meeting on the Saturday evening. I intend to 'fly the flag' at the tall Ships visit to Newcastle on the 26/28 July. Again, if any members wish to meet at this please let me know.

Finally, and again, would any Scottish members with e.mail addresses please advise me on norman@censtat.freemove.co.uk

Norman Mikkelsen – Area Secretary

IN MEMORIAM FRANS VAN LEEUWEN. CO-FOUNDER OF THE DUTCH VKSJ.

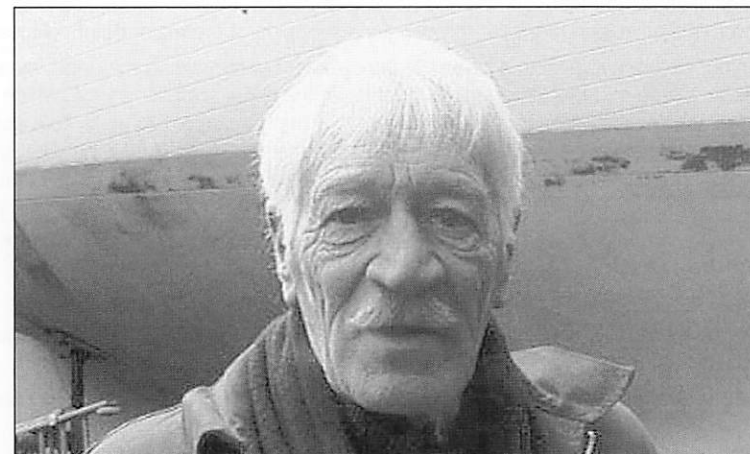
The majority of the OGA members will not know his name; in Dutch sailing circles though, especially amongst older sailors he was a notorious person. On the 11th of January he sailed away on the endless ocean. He will be missed.

In 1982 he founded, with a couple of other classic boat owners, the VKSJ (the Society for Classic Sharp Yachts), because he realised the importance of maintaining the maritime heritage, but even more so because he simply wanted to have an opportunity for racing with similar yachts. For more than 40 years he sailed the Dutch waters. His boat, the Muschka, a 75 square metre Seefahrtkreuzer from 1939, was a familiar sight on the IJsselmeer, the Waddenzee and the coastal waters of the Noordzee. A welcome and well known guest in any of the Zuiderzee harbours.

"Queen of any harbour" it said on the always immaculate bottom of the Muschka. One could read it in a quick glance when they passed by in a fair breeze. Just shortly, before they were gone and ahead. When you asked Frans about the essence of sailing he would answer: "going from A to be B as fast as possible". That he, by sailing so fast, was usually the first to enter the harbour was no problem whatsoever. Time for a drink in Muschka's cockpit, commenting on any boat that came in, pointing out their mistakes and telling what they should do better next time. He really knew what sailing was about, it was his life. It is sad he had to leave so unexpectedly.

We don't say goodbye to the Muschka though. She will roam the Dutch waters as much as she used to. Ramon, Frans' son, is even a more fanatic racer than his father was. He and his mother Regi will keep that boat going. Without Frans, it will never be the same.

Dutch OGA.



Frans van Leeuwen

SAILING SUB COMMITTEE

In an effort to keep me out of mischief, the F&GP have asked me to re-form the Sailing Sub Committee. I must admit it's nice to see the OGA getting back to its core value of messing about in old boats. Of course, a quick glance through the events list shows that the area organisations are very much on the case. Furthermore, there is a huge breadth and depth of experience amongst the general membership on sailing and related matters. A major remit of the OGA is to pull all this together, and the SSC is primarily a networking tool to facilitate this.

We plan to have meetings about four times a year, maybe in differing venues so that more areas can contribute to the forum. The meetings are not exclusive to those currently involved in OGA organisation, they are open to all those who have a contribution to make on sailing. So please feel free to get involved!

Although the OGA has formal central and area organisations, we are of course an association of very individual members, with very individual boats. We are very widely based and our boats often cruise or visit areas outside their home ports. Pooling our resources and knowledge can enable the OGA to provide a really good service to its members, with their wide cruising and racing requirements.

Some of the items which are likely to be included on a future agenda are:-

Racing and Racing Rules: Types of sails which should be used, any additional measures we could take in terms of race conduct to make events more pleasurable for participants. Handicapping; Safety Issues- risk assessments, escort vessels etc

Sailing programmes: Range of events - co-ordination of events between areas - event format - event enhancement - how to provide for the differing requirements of members. Possibilities of one area providing support e.g. race officers to another

Cruising Network: A system of HLR's like the Cruising Association which gaffers cruising out of area could call upon (socially / or if in trouble). Perhaps we could develop some sort of database of cruising logs and other information useful for those planning their annual cruises?

Open Boats, getting people started in gaffering. Technical Matters such as rigging, maintenance, sources of expertise etc.

We have already had a meeting at Warsash in February (with EC, Solent and BC represented), basically focussing on racing, in case there were gems of wisdom forthcoming which would be of use to area organisations in their planning and running of events. I will be circulating area secretaries with detail notes of that meeting, but the following is a synopsis of the major points discussed.

On handicapping, we are suggesting a review of the calculation, reinstating the depth measurement, which restores an element of displacement. Furthermore, the shoal draft allowance, which also takes into account the use of centre boards comes in as part of that package. For glass fibre construction, formal guidance will be given on where the depth measurement is taken. A new rig allowance is proposed for una rigged craft. The measurement points for the fore triangle are to be clarified.

For informal gatherings, especially open boats, we have a "quick and dirty" system using length and sail area. For those who might take part in club racing with Portsmouth Yardstick, we have a conversion factor.

Looking ahead to future meetings, the Cruising "HLR" issue will be on the agenda, but in anticipation, I would like to appeal to individual members to let me know if they would volunteer to be the OGA HLR for their home ports.

Please email (JRWainwright@aol.com) or write to me re points above or sailing issues generally.

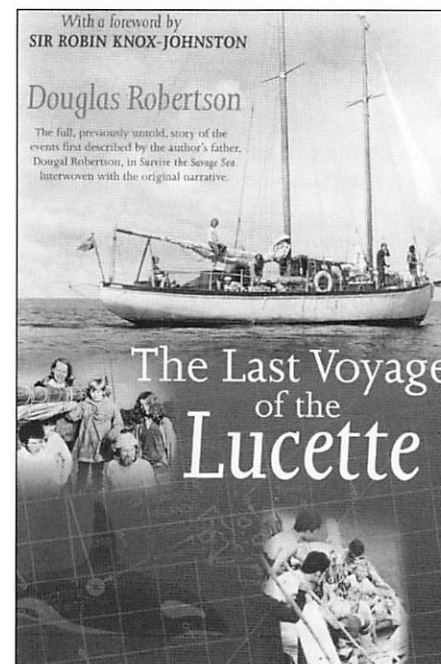
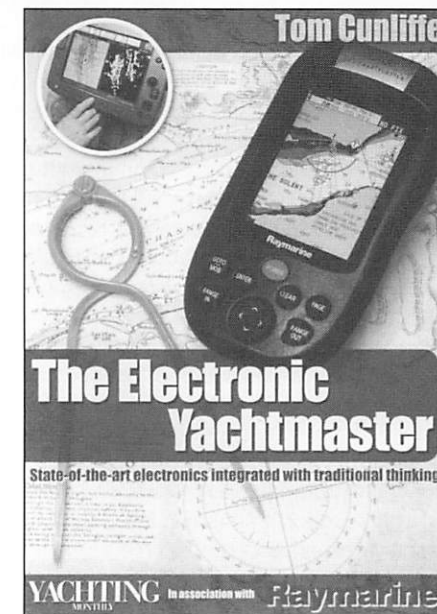
Have a good sailing season!

Jon Wainwright

The Electronic Yachtmaster – a new DVD from Tom Cunliffe

Available from chandlers, the RYA or direct from www.tomcunliffe.com
Price £29.95 Running time 80 minutes.

Following on from his Yachting Monthly Coastal Skipper video, RYA instructor examiner Tom Cunliffe takes a step further in to the safe use of electronics as the primary navigation system for yachts and power cruisers. To emphasize the relevance of the content 'The Electronic Yachtmaster' s shot on board Tom's own 40 foot gaff cutter 'Westernman' (Back cover Gaffers Log December 2004). GPS/paper chart techniques to split screen plotters – it's all here, but he does not forget the skills we all need should the craft suffer a complete power break down. For anyone considering an electronic navigation system or expanding an existing system this is a must and apart from everything else is an 'interesting' watch.



The Last Voyage of the Lucette by Douglas Robertson

Published by Seafarer Books (Telephone 01394 420789) Price 13.95.
ISBN number 0 9542750 8

This is the story of the Robertson family's round the world voyage started in 1971 which resulted in shipwreck eighteen months later, and the story of their survival in a 9 foot dinghy. Douglas Robertson has taken his father's classic book 'Survive the Savage Sea' as a starting point and developed it further in to a new classic of this amazing voyage, and even more amazing story of survival.

Dear Phil

SAILING TRAWLERS TO REVISIT LOWESTOFT.

Towing a heavy trawl along the seabed under sail required powerful vessels (typically gaff-rigged) and strong and resolute fishermen. The advent of steam trawlers late in the 19th century transformed the industry over a few years, and sailing trawlers were eventually unable to compete with those propelled by machinery. Many of the strong and well-found sailing vessels left redundant in Brixham and the East Anglian fishing ports went to new work in the Baltic, where they were well looked after. Some were converted for coastal cargo-carrying, while others remained in fishing. Time took its toll only slowly, thanks to their generally excellent construction and the skilled craftsmen who maintained them. No less than seven survive today in Sweden alone, the oldest built at Grimsby in 1885.

One of these remarkable survivors plans to sail back to her place of birth, Lowestoft, this year to mark her centenary. SUNBEAM left Lowestoft in May 1937, having been sold to new Gothenburg owners for £104. Thanks to her robust construction, she survived groundings and even sinking during an adventurous career that included fishing off Iceland in the 1950's. Today she is based in Stockholm. To mark her centenary, owner Amelie Aulin plans to sail her back to Lowestoft for celebrations there from 17-19 June. In company will be Thomas Hellstrom's trawler DEODAR, built and registered at Brixham in 1911 and subsequently re-registered at Lowestoft as LT543 until sold to Sweden at the same time as SUNBEAM. Both vessels plan to proceed to Portsmouth for the Festival there, and on to Brixham and Falmouth, Waterford and on to Oban, as the base for a series of Hebridean excursions in July. The trawlers will then transit the Caledonian Canal, leaving Inverness on 31 July for Gothenburg. There are crewing opportunities on both vessels on all legs. To take advantage of this rare opportunity to sail in an authentic gaff-rigged sailing trawler during a rare visit to their home waters, contact the owners <mailto:amelie.aulin@comhem.se> or <mailto:deodar@bostream.nu>. You will find pictures of the vessels, with Swedish text, on the websites <http://www.sunbeam.just.nu> or <http://www.deodar.se>

OGA member John Robinson knows both vessels, and can advise;-email: Rob.Crusoe@btopenworld.com

John Robinson

Dear Phil

When my car insurance became due in January I noted again an increase in premiums. After a little shopping around I was soon able to find a better deal which made me think to do the same with my boat insurance. A little surfing on the Internet presented me with an endless list of marine insurance companies all looking for a bit more business, encouraged I decided to get a few quotes.

My boat 'Minelvia' is a four ton Hillyard built in 1937, in fact just a couple of years younger than myself, but both in good condition and well cared for. 'Minelvia' is on a swinging mooring in Holyhead, North Wales provided by Holyhead sailing club from April to October and ashore in Trinity Marine for the rest of the year.

Not discouraged by the first few refusals that declined because of the age of the boat and that it is made of wood, I persevered, but always with the same reply.

A letter from a company which specialises in the over 50's inviting me to contact them again gave me new hope. I submitted all the information asked for but after a few days received the news that their underwriters, Lloyds, were unable to offer cover for my craft due to its exposed mooring location. I wrote back saying that Holyhead was a harbour of refuge and one of the best bolt holes for vessels of all sizes on the North Wales coast. I added that my own boat had swung safely to her mooring a couple of years ago when the wind registered over 100 mph.

Thinking that this was not the real reason for the refusal I wrote back requesting more detailed information as to why Holyhead harbour was considered such a risk. The reply, when it did come, was even more interesting. The quotation was declined because of the size and age of the vessel, the type of mooring, and the location. They went on to say that their underwriters agreed with me that Holyhead could be used as a bolt hole for boats of all sizes to gain protection from the weather, but this would generally be a short term thing with the owner on board and in control of the vessel. However their view was that this location is a very high risk for a smaller more mature craft, which is left unattended for longer periods while on a permanent mooring.

A nice way of saying 'Minelvia' is a bit too old, but to partly blame the mooring location to justify their refusal is swinging the lamp a little too hard.

Angus McLeod

JUST A SAIL by Kees Koomen – Netherlands OGA

A nice NE breeze, force 6. Course 240, and under poled out jib, Snoopy heads at 3 knots for the Azores. Dusk, all well on deck no ships in the neighbourhood. Sleeping bag rolled out, timer set, making myself ready for the first 45 minutes nap to pass the long night. Suddenly I'm woken up by a roar. A breaker is covering the boat and loads of water enter the cabin through the slightly ajar companionway hatch. Right after that Snoopy broaches and is knocked down. Soaked I find myself for a moment on the ceiling, when fortunately she rights herself again. Chaos everywhere as the kitchen locker has opened. About 6 inches of water in the bilge, wetting the clothes in the lockers. Mattresses soaked as well as my sleeping bag. Spontaneously, triggered by salt water, the radio sounds and the compass and chart-table light switch on. Fortunately Snoopy, knocked down by the 6 to 8 foot seas, automatically rights herself and I was able to clear up the mess, bale and dry the bilges, and inspect everything on deck. The damage is next to nothing. But, with all my gear wet, a max temperature of 13 degrees centigrade, wind blowing in the cabin, no heating, and still over 1100 miles to go, the future seems far from comfortable, and makes me wonder how I came to be here!

The preparations

The plan to sail for the Azores in Snoopy emerged about 2.5 years ago. When the family agreed the preparations started in 2002. The boat, already proved to be very seaworthy in spite of her humble 18 feet length, was made ocean worthy. All tanks and lines were cleaned, filters changed, the main electrics renewed, a solar panel, and extra jackstays fitted, the rigging replaced. Extra storage space was created in the focsle. Also small boat ocean passages were intensely studied.

Pushed off by family and friends I finally could sail from Oud-Beijerland the 8th of May. The boat was loaded with stores and gear, right down to her mark.

I had a very prosperous coastal voyage, not much wind, but the 6 hp Farymann diesel pushed her forward whenever needed. Calling at Ostend, Dunkirk, Calais, Newhaven, Yarmouth, Brixham and Salcombe, I arrived in Falmouth the 18th of May. Here fuel and drinking water were topped up, the topmast taken down, the raft given its place in the cockpit, the anchors stowed down below.

As well all coastal charts could be put away. There was no intention to return to Holland via the Channel. Instead the intent was to return to Holland via Ireland and Scotland, through the Crinan and Caledonian Canal, making the trip even more adventurous. Especially because the time window was only four months.

Lots of comment from the "yachties" at the Visitors Yacht haven watching Snoopy to be prepared. They liked her varnish and ornaments, but taking this "large miniature" to the Azores and back they didn't really want to call daft, but eccentric at the least.

The 21st of May I'm underway. A last call to the family. They wouldn't hear from me the next 20 to 25 days. I'm on my own. Not yet an hour after departure my brand new auto helm gives in. Fortunately I carry an old one as spare and decide to continue. The only disadvantage was the fact that this one couldn't be mounted on the added auxiliary/trim rudder, but only be used on the main helm. This will result in extra power consumption thus extra engine hours. But a quick calculation learned there was enough fuel for at least 35 days, and I didn't want to waste this fabulous North Easterly. A rescue helicopter held a

training nearby, and then Lizard Head slowly fainted away. The crossing had begun.

The crossing

After the knock down the wind remained favourable for a few days, and there was even the occasional sunshine to let me dry some of my gear. The rest of the voyage there was at least the choice between humid, wet or very wet. Reading in a twentieth century history book about the trench feet of the soldiers in the great war, makes me decide to go barefooted from there on.

The wind shifts, and the first low and frontal systems pass. After 24 hours and 60 miles of tacking, I find out that I've been set back 6 miles. All in the game and considering there is a daily setback of 12 miles of ocean current, I keep my optimism. Slowly I creep up closer to the Azores. Days of more than 100 miles varied by days of less than 20 miles progress. The ocean is fascinating. After 30 years of absence I feel right at home again. I'm touched to see dolphins play around the boat, and even the fact that they knock off my auxiliary rudder, doesn't change my attitude.

In the evening, on becalmed days a bottlenose whale passes close by. With it's 40 feet not a very big whale, but still twice as big as the boat. After another spell of bad weather I think to hear him again, but when I come outside I look straight into the giant nostril of a blue whale. Only twenty feet away on my port quarter. She dives and in the clear water I see the giant eye curiously gaze at the hull of Snoopy. Clunker built hull, with the white antifouling makes her probably think this is family. She passes under the boat to have a peek on the other side surfaces there and repeats this ritual four more times. I'm fascinated. Then she continues her lonely voyage.

My radio ceased to work after the saltwater intake. In dark hours I scarcely receive weather navtexes for my area from Corsen. Meanwhile I'm up to date in my weather forecasts from the North sea, as daily I receive the massages from the Dutch coastguard. But non from Portuguese or Azorean stations. The best I can do is draw my own weather maps, based on the information given by the eye and the barometer.

My second auto helm breaks down. Though Snoopy, being long keeled steers herself very well with the helm fixed, I decide to open both limped steering pilots. In the middle of the night, on a heavily rolling boat, I succeed in exchanging parts from one to the other and manage to have one going again. I'm proud of myself. Not even one screw got missing in the bilges. Though permanent service will have to be done at Horta.

Another Gale The third low passes and it looks the wind steadies for a favourable course to Terceira. Still 166 miles to go. Two days at the utmost.

According to the navtex there is supposed to be another low on the Western Atlantic, but as I found out later there were two lows, which united to make life miserable one more time. At least forty knots of wind drive me back for thirty miles. Everything battened down, and just under storm jib I run for twenty feet breaking seas. Hand steering. Meanwhile singing every song I know overloud to keep the spirit. But as after six hours the wind eases a bit, and I can lay by safely, I've had it. I feel miserable and even think about giving up and alter course straight for Ireland! But a hot meal, a sponge bath, dry clothes, a dram of whisky, a cigar, and a nap do miracles. When I wake up after four hours, there is no wind at all, so even Ireland is out of the question. Next morning, June 12th at 8 am a gentle breeze emerges from the north east. 36 hours later I make landfall at Terceira.

for the traditional village meal and taken out in their whaleboat for a sail is the most precious memory of my visit to the Azores. I was especially very honoured when the skipper let me take the helm.

Meanwhile the weather improved a bit. It was really looking like summer. So I quickly returned for Horta and prepared Snoopy once more for an Atlantic crossing. The repaired autopilots were tested to satisfaction. During a quick visit at Peter Café Sport, I was asked to sign the visitors book, and got a pennant and a book about the history of this famous trans Atlantic sailors meeting point, signed by José Henrique Azevedo himself.

The 3rd of July, guided by dolphins I was off again. First pointing North West for three days to circle around the Azores high, then becalmed for six hours, and after that raced by steady South West to Westerly winds varying from force 4 to 6 in the direction of Ireland. Mostly goose winged. Daily averages of 90 to 115 miles were normal, but the life onboard the heavily rolling boat was far from comfortable. Even using the heads was an Olympic feat.

No radio, so no weather forecasts until I was close enough to the UK to receive Radio IV on the long wave. Halfway the crossing the meteo officer of HMS Ocean was so kind to provide me with a tailor made three day forecast. Very accurate it was. A few months later, when they visited Rotterdam, I was able to thank them properly for this service.

In the early morning of July 18th I sighted Fastnet Rock light. A quick link call to Holland was made to surprise my wife with this speedy crossing. In the afternoon of a very sunny Sunday I arrived in Kinsale, looking as if I had been on an afternoon sail. You can imagine the surprise of the crew of the neighbouring yacht I rafted up to, when I told him I sailed from Horta two weeks before.

Snoopy and I

Snoopy is an 18 ft ships lifeboat conversion. Built in 1938 of teak planking on oak timber as a jolly boat for the transatlantic cargo passenger liner Noordam. In 1946 made a lifeboat/ man-over-board boat. Decommissioned in 1965 she had a short life span as fishing boat. In 1978 the author rebuilt her and made her the sailing boat she is now.

She is rigged as gaff cutter, and carries 27m² of sail to the windward. There is a built in 6 hp Farymann diesel.

During this voyage the navigational and safety equipment consisted of

- a magnetic steering compass, two handheld bearing compasses;
- a fixed and a hand-held GPS;
- my almost 100 year old nonius sextant and nautical tables;
- a mechanical log and a echo sounder;
- a rdf, barometer and hand held wind velocity meter;
- a standard VHF, DSC VHF, and hand held VHF;
- a SSB radio receiver, Cospas Sarsat Epirb;
- paper charts;
- a six persons liferaft in valise;

A 80 litre drinking water tank and 30 litre diesel tank. 20 litres of water in 10 l. cans and an additional 25 litres of bottled water were carried. Also 20 litres of extra fuel were stored in cans.

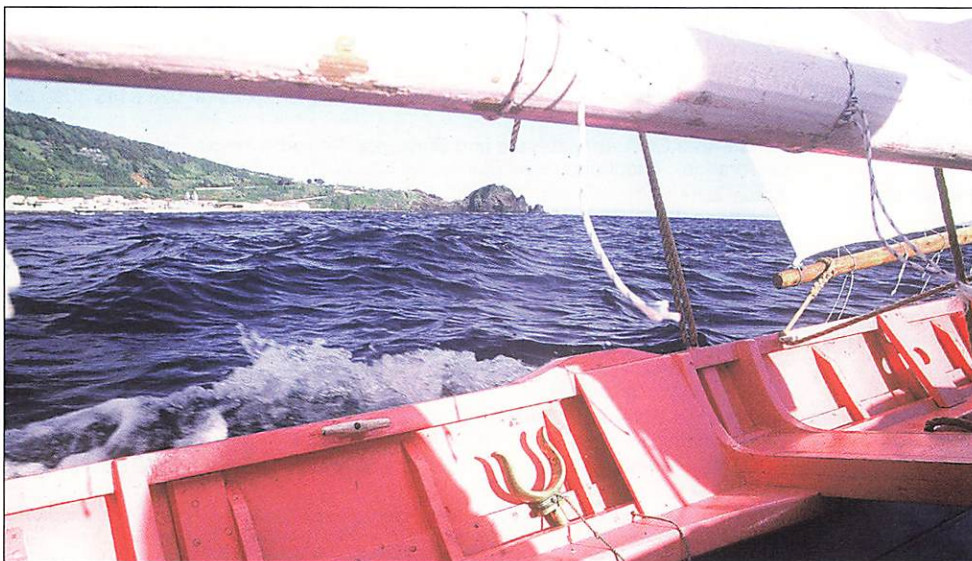
Kees Koomen



Pico

to repair a few leaking butt joints and left my autopilots behind for repair. Then I dashed for Pico.

Lajes de Pico was fabulous. I was piloted in via the very narrow and winding entrance. Here you find remains and traditions of the old whaling industry everywhere. A beautiful museum shows you the history and spectacular examples of scrimshaw. But being invited



Sailing a whaleboat. Even the cleats are made of whale bone



Loaded down to her mark with stores

Praia da Vitória at Terceira, and have a long telephone call with my relieved wife and children. After almost 24 days I'm there.

The Azores

As everywhere else in Europe the summer was bad, and strong winds and rain kept me pinned down on Terceira. Nevertheless I got plenty of opportunity to visit the Island, invited by locals who admired Snoopy and her voyage. The summer festival at Angra do Héorismo was attended, together with the traditional bull "fights". In the early 16th century the



Following winds



continued on page 28

Another whale

Goose winged I peer the horizon to sight land. Suddenly the water appears to be boiling, just 60 feet ahead of Snoopy. Dead on a whale surfaces. I give a shout and straight away it dives again. I firmly grip the jackstays, awaiting a blow. But it only feels as if Snoopy hits and passes over a mud bank. Just a little further the whale surfaces again, looks abused and carries on. Fortunately only a friendly bottlenose and not a sperm whale. At 11.30 pm, I can drop anchor in the bay of

farmers drove the Spaniard Conquerors from the beaches using their bulls. Besides I got a special invitation from a whaleboat crew to visit Lajes de Pico and attend the Spiritus Sanctus Festivities. They promised to take me out for a sail in their whaler. A honour I couldn't possibly turn down.

So as soon as the weather permitted I set course for Horta, banked the boat there

Terceira, landfall

5 March ECOGA Annual Dinner Royal Burnham Yacht Club. Telephone 01621 783969 for details.

2 April MNK OGA Winter Pub Meet at the 3 Tuns, Lower Halstow. Contact Area Sec for details.

16 April MNK Area OGA AGM. Contact the Area Sec for details.

30 April WA OGA. Regatta Royal Freshwater Bay Yacht Club. Details to be announced. Contact Editor for further details.

30 April/2 May Opening weekend OGA NI. Telephone Peter Lyons on 028 9145 3099 for details.

30 April/2 May Solent Area OGA Poole Rally and May Day Bank holiday weekend. Telephone John Walden on 07866 751893.

1 - 2 May ECOGA Foulness Rally. Telephone 01621 783969 for details.

2/8 May French OGA La Semaine du Golfe Mor Bihan. Telephone 00 33 2 97622005 for details.

14/15 May OGA Trailer Section shake down cruise at Clywedog Reservoir, Mid Wales. Contact Mike Stevens on 01792 297445 for details.

14/15 May Beaulieu River Rally Solent Area OGA. Telephone Ron and Beth Hanson on 07780 616747 for details.

21/22 May Instow North Devon. Bristol Channel OGA in association with NDYC, a gaff rig event for trailer / shallow draught vessels. Telephone Ben Armstrong on 01805 622436 for details.

26/29 May Ostende Rally. Email www.oostendevooranker.be for details.

28/30 May ECOGA Crouch Rally/Whitsun Regatta. Telephone 01621 783989 for details.

28/30 May Lechlade. Traditional boating on the Thames. OGA Trailer section. Telephone Mike Stevens 01792 297445.

June Final date awaited. WWMHS Nelsonian event. Contact David James on telephone 01646 683764 for details.

27/29 May Brixham Trawler Race and Rally. Contact Dave Keller on 01548 856669 for details.

29/30 May Tall Ships on the Tamar, Devon. Contact Anthony Power on 01822 832766 for details.

28 May / 4 June Milford Haven Festival. Contact David James WWMHS on telephone 01646 683764 for details.

3/5 June Yogaff 2005. Solent Area OGA. Telephone Geoff Skinner on 023 8040 3155 for details.

3/5 June Bangor Traditional Sail OGA NI. Telephone Peter Lyons on 028 9145 3099 for details.

3/5 June Barrow Festival of the Sea 2005. Contact Nick Miller on 01229 474737 for details.

4 June Pembroke River Rally WWMHS event. Contact David James on telephone 01646 683764 for details.

4/5 June Cardiff Bay OGA Rally Bristol Channel OGA in association with CBYC. Telephone John Hutchinson on 01432 273133.

10/12 June Beale Park traditional boat show. Contact Mike Stevens on 01792 297445.

10/12 June Salcombe Festival. Contact Dave Keller on 01548 856669 for details.

10/13 June ECOGA Brigaff 3006 including ECOGA Race. Telephone 01206 393537/01206 308420 for details.

11 June MNK Area OGA Annual Race at Queenborough. Contact Sara Harding on 01227 752333 for details.

11/12 June Marchwood Rally. Solent Area OGA. Contact Geoff Skinner on 023 8040 3155 for details.

17/19 June OGA Trailer Section 3rd Ullswater small boat rally. Telephone Mike Stevens 01792 297445 for details.

30 June/3 July International Festival of the Sea Portsmouth.

7/8 July Solent Area OGA 3 Creeks Rally. Contact Geoff Skinner on 023 8040 3155 for details.

8/12 July Dartmouth Classic Rally and Classic Channel Race. Contact Bruce Thorogood email bruce@blindwell.freemove.co.uk

13/17 July The Perros Classic Regatta. Contact as above.

8/10 July Dell Quay Festival Chichester. Suitable for small boats. Contact Philip Ruwell on

01403 782027.

11 July WWMHS Sea Services at Milford Pier Head. Contact David James on telephone 01646 683764.

14/16 July ECOGA Southwold Festival of the Sea. Telephone 01206 393537 for details.

14/18 July Fete de la Mere Boulogne. Telephone 0033 3 2052 4698 for further details or email frcpm@wanadoo.fr

14/18 July Cherbourg Festival de la Mere 2005. Contact details as for Boulogne above.

23 July Lundy Round the Island Race organised by Ilfracombe Yacht Club. New event with gaffers class. Contact Dave Turk on telephone 01271 879488 for details or email turk_dave@hotmail.com

23/24 July ECOGA Swallows and Amazons rally for open boats. Contact Jon Wainwright on 01206 393537..

24/31 July ECOGA North Sea Passage, Zeeland Cruise, DCYR Hellevoetsluis. Telephone 01206 393537 for details.

29/31 July Le Treport 2005. Contact details as for Boulogne above.

29/31 July Bangor Festival of the Sea OGA NI. Telephone Peter Lyons on 028 9145 3099 for details.

29/31 July Watchet Marina / WBOA / Bristol Channel OGA event. Telephone Tony James on 01984 633736 for details.

29/31 July Shipmate Classic Yacht Regatta 2005 Hellevoetsluis, The Netherlands. Telephone Joachim van Houweninge on 00 31 654 340575 including the first Continental Old Gaffers Race.

1/8 August Zeeland Cruise in Company. Contact Joachim van Houweninge above for details.

29 July/2 August Plymouth Classic Boat Rally. and feeder races to Fowey and Falmouth Classics. Contact Andrew Demaine on 01503 230292 for details for details.

29 July/6 August The Friendship Route. Audierne to Belle Isle. Details from the UK Info Desk, 21 Beechwood Ave, Melton Mowbray, LE13 1RT or email BillKJewell@aol.com

7/8 August Nobby, Gaffers and Classics Race Conwy and North Wales OGA. Contact the harbour Office on 01492 596253.

5/7 August Fete du Chant de Marin Paimpol. Email www.paimpol-2005.com for details.

6/7 August OGA Trailer Section Welsh OGA Meet Clywedog. Contact Mike Stevens on 01792 297445 for details.

21/18 August ECOGA August cruise/East Coast Classics. Telephone 01473 832808 / 01206 391870 for details.

20/21 August Chichester Harbour Rally for large and small boats. Contact David and Jenny Still on 01243 574220 or Vanessa Bird on 01243 378439.

26/28 August Ardglass Traditional regatta OGA NI. Telephone Peter Lyons on 028 9145 3099 for details.

27/29 August Solent Area OGA Annual Race and Bursledon Regatta (mega Trafalgar celebration). Telephone Geoff Skinner on 023 8040 3155 for details.

September Actual date to be advised. WWMHS Pembroke Festival. Contact David James on telephone 01646 683764 for details.

September Solent Area OGA Marchwood Rally. Date to be announced.

2/5 September Conwy and North Wales Small Boat Event Derwentwater. Contact Sue Farrer on 01270 874174 for details.

10 September Stoke Gabriel Regatta. Devon Area OGA. Telephone 01803 782710 for details.

2/11 September 2005 Regatta Week Guernsey. The culmination of a series of events throughout the summer from Easter to Trafalgar weekend. Contact Stephen Robertshaw on 01481 726052 for details.

17/18 September Netherlands OGA end of season rally and race at Enkhuizen. Contact Joachim van Houweninge on 00 31 654 340575.

24 September ECOGA Anniversary Rally and Maldon Town regatta. Telephone 01621 852808 for details.

24/25 September Yarmouth Rally and Centenary Chase Solent Area OGA. Telephone Geoff Skinner on 023 8040 3155.

8 October MNK Area OGA End of Season Rally in the East Swale anchorage and the Harty Inn. Contact Sara on 01227 752333 for details.